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# The China Mail

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TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 11d.

No. 27,731 HONG KONG, THURSDAY, FEBRUARY 26, 1931. PRICE \$3.00 Per Month.

## CURRENCY MISSION LEAVES TO-DAY

### NO IMMEDIATE ACTION

### RECOMMENDATIONS TO BE SUBMITTED TO LORD PASSFIELD.

### TO ADVISE CHINA?

It was announced in the House of Commons yesterday by the Under-Secretary of State, Dr. Drummond Shiels, M.P., that the Commission appointed to enquire into the currency problems of Hong Kong would leave Britain to-day.

It is understood that the Commission, after making a full investigation, will draw up a report on its findings and submit this to the Secretary of State for the Colonies, Lord Passfield. It is not expected that immediate action will be taken on the recommendations of the Commission.

The Government of Hong Kong will be consulted before any suggestion for stabilisation are put into effect. It was pointed out that whilst the Commission might consider the problem of China's currency during their visit, they were primarily concerned with Hong Kong.

### MAY CONSULT OTHER INTERESTS

London, Yesterday. In the House of Commons at question time, Dr. Drummond Shiels, said that it had been arranged for a mission to proceed to Hong Kong forthwith to enquire into the currency system of the colony and report.

The Mission will consist of Mr. W. H. Clegg, Governor of the South African Reserve Bank, Mr. P. H. Ezechiel, one of the Crown Agents for the Colonies, and Mr. G. L. M. Clauson, of the Colonial Office (Secretary).

Mr. Ezechiel and Mr. Clauson will leave for Hong Kong on February 26. Mr. Clegg will meet them at Singapore.

The Commission will report to Lord Passfield, Secretary for the Colonies, and no action will be taken on their recommendations until the Government of Hong Kong has been further consulted. If it appeared desirable to also consult other interests, this would be done.

Asked as a supplementary question whether the mission would be empowered to consult the Chinese Government and consider the question of the Chinese currency, seeing that this is a question of the depreciation of silver currency, Dr. Shiels said he had no doubt that the Mission would

### AL CAPONE CHARGED AT LAST.

### Refused to Pay Income Tax.

### COURT HEAVILY GUARDED.

Chicago, Yesterday. The notorious gang leader, Al Capone, appeared in Court for the first time for years to-day, when he was charged with contempt of Court in connection with the non-payment of income-tax.

The case has been pending for two years. Foot and mounted police guarded the approaches to the Court and with great difficulty cleared a way among the hundreds who surged in. — Reuter's American Service.

"Backed 'Big Bill.'

Chicago, Yesterday. "Big Bill" Thompson has won his fourth mayoral nomination, defeating Judge Lyle, his anti-gangster opponent, by 45,000 votes.

Both candidates are Republicans, and there was a bitter fight in which Al Capone backed Thompson to the extent of \$30,000, and which left a legacy of libel suits involving claims for a million dollars damage. It was primarily a contest for selection of a Republican candidate for the mayoral election proper in April.

An army of 70,000 men, including 5,000 police, and a picked body of American Legion volunteers kept order during the polling. Years of bombings and "shoot-ups" did

### ENSURING PEACE IN THE WORLD.

#### Britain Bound to Consult Dominions.

#### THE "GENERAL ACT."

Rugby, Yesterday. A memorandum was issued to-night regarding the proposed accession of the Government of the United Kingdom to the general act. It will be recalled that the ratification of the optional clause was regarded as an "essential part of the effort seriously to implement the undertaking of the pact of peace in creating effective safeguards against War before its realities are forgotten."

The optional clause, however, related only to justiciable disputes and it was to cover the field of non-justiciable disputes, so that all international disputes of whatever character should be capable of pacific solution; that in 1920 the League Assembly produced the so-called "general act." Its importance lies in the fact that it completes the organised system of "All-in arbitration."

Its initial currency is five years from the first accession in 1930. A White Paper points out that as the pact of Paris provided no machinery for a pacific solution of disputes, signature of the optional clause and the accession to the general act are a logical sequence to acceptance of the pact.

His Majesty's Government, however, could only accede to the general act on conditions corresponding closely to those made regarding the optional clause.

#### The Reservations.

These reservations are, firstly, disputes arising prior to accession to the general act or relating to situations or facts prior to accession; secondly, disputes regarding which the parties to the dispute have agreed or shall agree to have recourse to some other method of peaceful settlement; thirdly, disputes between His Majesty's Government in the United Kingdom and the Government of any other member of the League which is a member of the British Commonwealth, all of which disputes shall be settled in such a manner as the parties have agreed or shall agree; fourthly, disputes concerning questions which, by International Law, are solely within the domestic jurisdiction of States, and, fifthly, disputes with any party to the general act who is not a member of the League.

The White Paper recalls that last year's Imperial Conference provided an occasion for consultation on the subject with other Governments of the British Commonwealth. Imperial opinion was emphatically in favour of the principle of the act and the Government of the United Kingdom will invite the House of Commons at an early date to approve of the accession in the knowledge that the Governments in the Dominions and the Government of India are in agreement with their action and in the belief that such action will make a further contribution to the peace and security of the world. — British Wireless Service.

Another Report. London, Yesterday.

In a Memorandum on the proposed accession of the Government of the United Kingdom to the "General Act" of 1928 (approved by the League of Nations for the pacific settlement of international disputes), Mr. Arthur Henderson points out that the time is past when His Majesty's Government in Britain "could make any temporary departure of this kind in foreign affairs without full consultation with the Governments of other parts of the Empire."

He adds that following the opinion expressed at the Imperial Conference in 1928, the Government of the United Kingdom will invite the House of Commons at an early date to approve of accession, in the knowledge that the Governments of the Dominions and of India agree to their action and believe that such action will make a further contribution to the peace and security of the world. — Reuter.

not materialise, in spite of the fact that 240 gangsters were imported from St. Louis on behalf of Judge Lyle, in order to meet the menace of the followers of Capone who was himself present in his famous bullet-proof car.

The campaign was characterised by a storm of vilification, and the appearance of Thompson's famous "circus," including a parade headed by a jackass and a mounted cowboy. — Reuter's American Service.

### LIVELY SCENES IN BERLIN.

#### Beer Glasses and Guns Used By Reds.

#### POLICE IN CONTROL.

Berlin, Yesterday. The Police mobilised in full strength to-day to suppress an excessive exuberance in connection with the "world-wide" Communist unemployment demonstration. Scuffles occurred at various points this morning, notably in the Gormannstrasse, where the demonstrators used beer glasses and fired revolvers. The Police are in control of the situation everywhere.

#### Other Cities Affected.

London, Yesterday. A Communist call to the unemployed throughout the world to demonstrate on "Red Wednesday" produced a crop of incidents in various European cities.

There was a very serious incident at Leipzig, where a crowd attacked the Police. The latter retaliated and three demonstrators were killed and eight wounded. Unemployed in Berlin wrecked the Labour Exchange and looted provision shops.

Over 100 arrests were made in Paris and Police, mounted and on foot, were overruled in Barcelona. At Prague, Warsaw, and Luxembourg mobs were charged by the Police. Fifty windows were broken in Copenhagen and 50 arrests made. The movement was ignored in Britain. — Reuter.

#### OVERCAST.

To-day's weather report from the Royal Observatory states:

A fresh anticyclone has formed over China.

Fresh monsoon prevails along the S.E. coast of China and over the N. China Sea.

Forecast: — N.E. winds, fresh; generally overcast; some drizzle and mist.

Rainfall:

Rainfall for 24 hours ended at 10 a.m. to-day—0.18 inch. Rainfall since January 1—0.87 inch, against an average of 2.97 inches—deficit 2.79 inches.

Temperature:

The temperature at certain specified centres this morning at 6 o'clock was:

|               |    |
|---------------|----|
| Hong Kong     | 58 |
| Macao         | 54 |
| Pratas Island | 70 |
| Manila        | 70 |
| Foochow       | 50 |
| Chefoo        | 26 |
| Shanghai      | 38 |

Temperature from July 1, 1931.

ADmiral Kelly.

### WORLD ECONOMIC CRISIS.

#### League Enquiry to Find Out the Cause.

#### URGENT AND IMPORTANT.

Berlin, Yesterday. The meeting of economic experts will open in Geneva on Monday next in connection with the League of Nation's inquiry into the causes of the world economic crisis.

Although as yet it is impossible to state when the report of the inquiry will be available, a considerable amount of material has already been collected, and the British delegation to the last League meeting, in emphasising the urgency and importance of the inquiry, expressed the hope that the report would be completed before the next assembly. — British Wireless Service.

Rome, Yesterday.

Mr. Henderson and Mr.

Alexander have arrived here. — Reuter.

#### COMPANY REPORT.

#### THE HONG KONG AND SHANGHAI HOTELS, LIMITED.

The balance at credit of Profit & Loss Account at December 31, 1930 (including the sum of \$143,114.93 brought forward from the previous year) and after charging interest, insurance, maintenance and repairs, etc., and providing for depreciation and bad and doubtful debts, amounted to \$181,117.07, which the Directors recommend apportioning as follows:

To pay a Dividend of 50 cents per share on 796,367 shares ..... \$398,178.50 To carry forward to new account ..... 114,928.57

\$518,117.07

The directors have decided to issue the balance of the shares constituting the Company's unissued capital, in which connection 200,000 new shares of \$10 each will be offered at par to shareholders in the proportion of one new share for each complete four old shares held. Acceptance of the offer and payment in respect of the new shares accepted at the rate of \$10 per share will be required to be made on or before June 30, 1931, and such new shares issued will, with regard to dividend, rank pari passu with the existing capital as from July 1, 1931.

ARRIVAL IN THE COLONY IN P. & O. LINER.

Vice-Admiral Sir W. A. H. Kelly, K.C.B., C.M.G., M.V.O., who is to relieve Admiral Sir A. K. Waistell, K.C.B., as Commander-in-Chief, China, arrived in the Colony this morning.

The liner docked at 10 o'clock, whereupon Captain T. A. H. Colton, A.D.C. to H.E. the Governor, and Captain Cameron, A.D.C. to H.E. the Officer Commanding the Troops, put off in the Government launch Britannia to greet him.

Vice-Admiral Kelly will hoist his flag in H.M.S. Suffolk on Saturday.

JEWELLER SWINDLED.

London, Yesterday. Bill of £2,000 each has been allowed to three of the accused Gardner, Hannay, and Strachie, but refused to nine others in the Scottish Amalgamated Silks case. — Reuter.

(Thirteen well-known North of England and West Scotland business men were formally remanded in custody in the Glasgow Sheriff's Court on February 17 on charges of fraud and false pretences arising out of an investigation of the affairs of Scottish Amalgamated Silks Limited. The amount involved is stated to be £438,000. The following are the names of the 13 arrested business men: Fred Tomlinson, John Morrison Rockland, George Stanley Coats, Seton Veitch Coats, Joseph Johnstone, James Sutherland, Robert Hannay, Alexander Young, George Todd, Duncan Willkie, Alexander Rennie, John Gardner, and Alfred Calender Strachie.)

The defendant was stated to have stowed away on the s.s. Kawachi Maru from Kobe, and was discovered two days after leaving that port.

The owners of the ship have offered to send the man back to Japan on their next sailing.

#### JAPANESE STOWAWAY.

At the Kowloon Magistracy this morning Mr. Hamilton ordered Wada Kataeda to be kept in Police custody for two days, pending his being returned to Japan.

The defendant was stated to have stowed away on the s.s. Kawachi Maru from Kobe, and was discovered two days after leaving that port.

The owners of the ship have offered to send the man back to Japan on their next sailing.

### BRITISH VISIT TO ITALY.

#### To Conclude Naval Treaty with France.

#### NO STATEMENT MADE.

Rome, Yesterday.

Questioned in the House of Commons to-day regarding the negotiations of the Foreign Secretary, Mr. Arthur Henderson, and the First Lord of the Admiralty, Mr. V. Alexander, in Paris and Rome, the Foreign Under-Secretary, Dr. Hugh Dalton, stated that so long as the conversations were in progress the House of Commons would not force the Government to make a statement. He assured the House that the United States and Japanese Governments were being kept informed of all that occurred. — British Wireless Service.

Rome, Yesterday.

Mr. Henderson and Mr.

Alexander have arrived here. — Reuter.

#### HEAVY DEFICIT IN INDIAN BUDGET

#### Considerable Rise in Income-Tax Likely.

#### INCREASE IN DUTIES.

New Delhi, Yesterday. A heavy deficit in the neighbourhood of 15 crores of rupees is expected to be announced in the Budget speech on February 28.

The fresh taxation is hitting the entire community. It is anticipated that a considerable rise in customs duties and on major imports.

— Reuter.

#### OPIUM TRAFFIC.

Two boat people, an elderly man and a young woman, appeared before Mr. W. Schofield in the Central Police Court, this morning, charged with the joint possession of 122 taels of opium, without a permit from H.E. the Governor.

The man pleaded guilty to the charge, whilst the woman denied all knowledge of the opium, saying that she had been asked by the man to row a boat. Her plea was accepted and she was accordingly discharged.

His Worship imposed a fine of \$14,000 on the man, or, in default one year's hard labour.

#### BRIBERY OFFER ADMITTED

To-day Yui Ming, a Chinese youth, was charged before Mr. Hamilton in the Kowloon Court with not having complete control over his cycle in Kai Tak Road, and with offering a bribe of \$2 to a constable when accused.

He pleaded guilty to both charges, and was fined \$5 and \$10, respectively, with the option of three weeks' imprisonment.

#### STOP PRESS

Shanghai, To-day.

Much interest has been aroused by a report that Victor Hu, a local Chinese amateur rider, is making arrangements for a flight from Germany to Shanghai via Africa and India. Victor Hu, who is at present holidaying in Europe, took up flying only recently in order to render practicable his sudden ambition to fly to China. He obtained a pilot's licence in Germany, from which he is departing in the course of the next few weeks.

He states that his object is to stimulate interest among his countrymen in aviation. He is using a German light aeroplane.

— Reuter.



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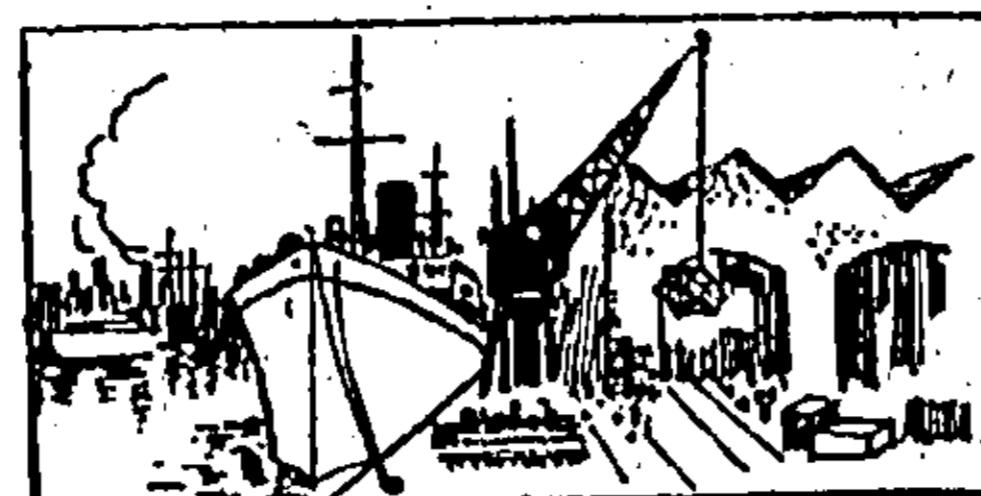
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**SURPLUS TONNAGE PROBLEM.**

means of scrapping old tonnage and reducing the tonnage surplus, thereby creating a natural demand for new tonnage.

Unity Impossible.

Depression now and in the past has created many remedies. Schemes have been propounded calling for minimum freights, organised laying-up of surplus tonnage, systematic scrapping of old tonnage, prohibition of import and/or export of old tonnage (I have myself advocated scrapping and import prohibition) and—now finally—an increase in freeboard, which would mean reduced carrying capacity per unit. These proposals have one and all their good points, which have caught the attention of many well-known shipowners. But they have all one and the same drawback—they call for absolute unanimity on the part of shipowners. However, shipping is international, and consequently it is impossible to attain such unity. Nevertheless, one would imagine that the individual owner's instinct for self-preservation would force him to accept one of the projects mentioned.

The abnormal increase in world tonnage is considered to be one of the chief causes of the present miserable freight situation. Even apart from the fact that trade has for some time been decreasing, the surplus of tonnage is abnormal, due to the great increase in building activity. Those shipowners who are building new vessels under present conditions are simply increasing the supply of tonnage and are thereby doing the greatest harm, not only to themselves but to shipping in general. Of course they do so in good faith. Because a number of shipowners believe that the crisis will pass automatically—and so building continues! But is not this to inject bacteria into an old sore?

Since agreement has not been reached regarding any of the remedies suggested to reduce the tonnage surplus, shipowners should look to themselves and endeavour to find out what is to be done. The tonnage surplus has been created as a consequence of the World War, or, in other words, as a result of abnormal, indeed drastic conditions. Drastic ill-requires drastic remedies! Stop building! And let government subsidy and loan institutions and other givers of credit make arrangements to adapt their credits to prevailing conditions, in exactly the same way as is done in other branches of industry.

There is no doubt that the future prospects of shipping depend to a certain extent on the attitude adopted by shipowners themselves towards the policy of Government subvention, whether in the form of direct subsidies to shipowners and shipyards, loans at low rates of interest, ship mortgage banks, or, such like. Experience has proved that Government measures on the part of one country "to assist shipping" show an increasing tendency to infect other countries. It is not improbable that the time may arrive when those shipowners who have hitherto advocated Government intervention most strongly will be the first to wish such action undone, because the intervention is chiefly intended to aid new-building, the shipbuilding industry and in effect Governments by their intervention have been largely instrumental in creating an extra surplus of tonnage which has proved harmful to shipping in general.

Industrial Way.

In industry, when it is discovered that there is an over-supply of commodities, industrialists themselves cut down production. Shipowners, on the other hand, seem to pay no attention to the law of supply and demand, and continue to increase the supply of energetically constructing new tonnage.

In the real estate market, when it is found that there is a sufficient number of new dwellings, building operations cease, and in many cases activity is limited to modernising and rebuilding old houses. In shipping, the supply of tonnage unconcernedly continues to be increased, to the detriment of all shipowners. Wherein lies the difference? In real estate, bankers and other credit institutions stop building operations by refusing to grant further credit facilities when they consider that the supply meets the demand, but in the case of shipping, Governments and shipbuilders and their banks purposely continue their credit policy and thereby also increase the surplus of tonnage to the detriment of the entire shipping community. This is officially called "to assist shipping."

One would imagine that it would be generally realised that a number of shipyards are building tonnage at prices which leave no margin of profit. And has not been observed that it is first and foremost the shipbuilders who support shipowners in their endeavours to obtain more favourable credit facilities, and that the shipyards themselves to a predominant extent act as credit intermediaries? In view of present conditions, the shipowner should not ask himself whether it is his duty to think of the fate of the shipyards—he should not instead think very seriously of the consequences of a further increase in tonnage?

To the shipowners, in general it appears that shipyards should have every reason to take the long view of the situation. In other words, instead of obtaining credits for new construction they should endeavour to find ways and


**Shipping Intelligence.**

SHIPPING PROBLEMS

FOUR OR FIVE PROPELLERS FOR NEW CUNARDER?

SIR ALFRED YARROW'S VIEWS.

During a long and varied conversation, Sir Alfred Yarrow, Bart., the veteran shipbuilder and scientist, who was 89 years old recently, gave the following comments and impressions on shipping and trade to The Journal of Commerce:

Referring to the rapid growth of the motorship, Sir Alfred said that he believed the fast steamship would always hold its own. Any ship that needed high speed required turbines and water-tube boilers, but vessels on long voyages, such as Vancouver to New Zealand, were better when fitted with diesel engines, otherwise they would have to stop for fuel. Furthermore, the motorship was an advantage where oil was cheap and coal was dear.

Speaking of water-tube boilers, it was interesting to note—a fact often overlooked in the shipping world—that the big German-built liners now in British or American ownership, including the Leviathan, Berengaria and Majestic, were fitted with Yarrow type boilers, and also the fastest liners in the world to-day, the Bremen and Europa. At the time the earlier liners were completed the chief of the Stettin yard told Sir Alfred prior to the war that they could not have carried out their contract without that type of boiler, and they intended to fit it to all the other liners they built.

Giant Ships.

Sir Alfred has definite views about very large liners, the construction of which seemed to him to be a very doubtful policy. "The Mauretania," said Sir Alfred, "is the best type, for size, and the man who designed her engines—Mr. Andrew Laing—is a wonderful man. He has never received the recognition he deserves for designing, nearly twenty-four years ago, the engines of a ship still doing so well in service. The new Cunarder, of course, will have Yarrow boilers, and I think it would be well worth considering the fitting of five propellers instead of four. A fifth propeller would give great manoeuvring power, and this is very important with a big ship. There would also be much less vibration."

"I was told by the late Sir Sefton Brancker, who was lost in the R101, that people who wanted to cross the Atlantic quickly would, in a few years, always fly over. The maximum time for this to come about would be 20 years; then the large, fast luxury ship would not be needed. But the ships that are now building will last more than 20 years, and it behoves owners now planning great, fast vessels to consider the development of flight at the same time. Americans will always pay for super luxury and speed, but the ultimate result is doubtful economically."

"British supremacy on the sea does not look very bright for you. Sir Robert:—The future is quite all right. I am not yet sixty years old, though I am nearing that, and I hope when I get my discharge, I have some very good friends, to start in business, and it will be my aim before I die to pay every creditor in full, and I shall do it.

Mr. Evans:—Where there is a will there is a way.

Sir Robert:—I shall do it. The examination was then closed.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:

Bridgewater—South wall.

Bruce—No. 8 buoy.

Cicala—No. 7 buoy.

Cumberland—West wall.

Herald—East wall.

Hermes—No. 1 buoy.

Iroquois—East wall.

Kent—North arm.

Mars—No. 4 buoy.

Medway—No. 2 buoy.

Odin—No. 2 buoy.

Ogiris—in dock.

Oswald—in dock.

Otus—No. 2 buoy.

Peterades—North arm.

Sandwich—No. 18 buoy.

Seyo—No. 10 buoy.

Seraph—No. 12 buoy.

Serapis—No. 11 buoy.

Sirias—South wall.

Sovereign—North wall.

Tamar—Basin.

Tarantula—South wall.

Thracian—No. 12 buoy.

YESTERDAY'S SOLUTION

|             |             |
|-------------|-------------|
| TRIPS       | SMART       |
| R SATEL     | STEM H      |
| AR SORE     | SLUB TO     |
| PEASANT     | DOWN        |
| SEMI LEAVES | LIVES HEELS |
| DEN         | DEANT       |
| TRIUMPH     | TORMENT     |
| JUSE        | JO EEMS     |
| PAPERS      | SNIPER      |
| DOOL        | PATIO GOBI  |
| VINEGAR     | SPORTED     |
| LTU NORM    | MIGRATION   |
| E BILION    | RATE A      |
| DEEDSP      | LEADS       |


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|-----------|----------|----------|-----------|
| Leaves    | Leaves   | Leaves   | Arrive    |
| Mar. 5    | Mar. 8   | Mar. 10  | Mar. 21   |
| Mar. 21   | Mar. 24  | Mar. 26  | Apr. 4    |
| Apr. 1    | Apr. 4   | Apr. 9   | Apr. 17   |
| Apr. 10   | Apr. 13  | Apr. 16  | Apr. 27   |
| Apr. 25   | Apr. 28  | Apr. 30  | May 14    |
| May 8     | May 11   | May 14   | May 25    |
| May 23    | May 26   | May 28   | June 10   |
| June 8    | June 20  | June 23  | June 22   |
| July 3    | July 6   | July 9   | July 8    |
| July 18   | July 21  | July 23  | Aug. 5    |
| July 31   | Aug. 3   | Aug. 5   | Aug. 17   |
| Aug. 15   | Aug. 18  | Aug. 20  | Aug. 22   |
| Aug. 28   | Sept. 1  | Sept. 3  | Sept. 14  |
| Sept. 12  | Sept. 15 | Sept. 17 | Sept. 27  |

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† Call at Honolulu on June 6. † Calls at Honolulu on May 8.

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THURS. 26th FEBRUARY.

WED. 4th SAT. 21st

TUES. 10th THURS. 26th MON. 16th

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MARCH.

MON. 2nd WED. 16th

SAT. 7th TUES. 24th

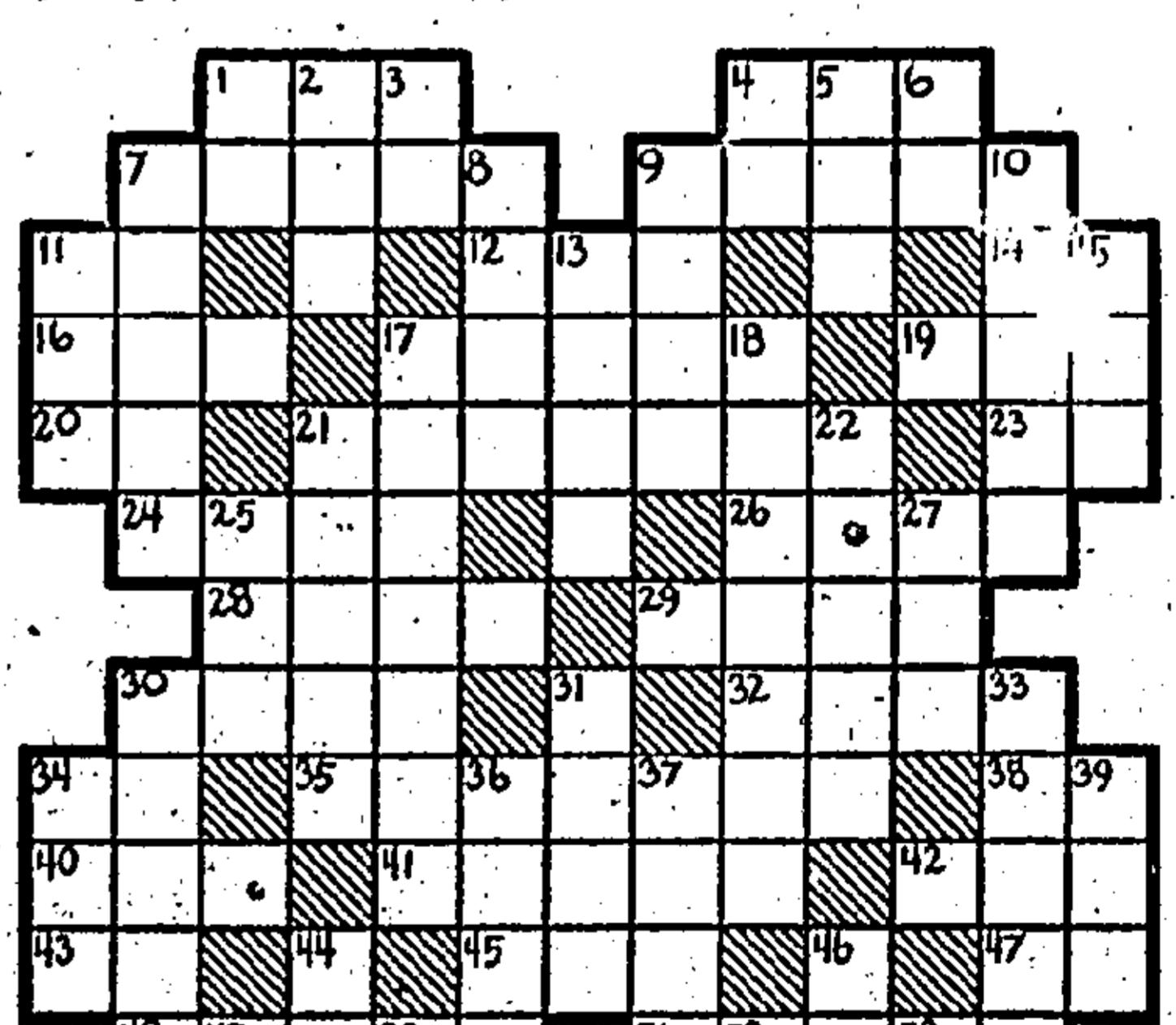
THURS. 12th MON. 30th

For information apply to

SANG WO Co., Ltd., 25, Connaught Road, West, Phone 2089.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



|        |        |        |            |                        |                    |
|--------|--------|--------|------------|------------------------|--------------------|
| 1-Lain | 2-Haul | 3-Slip | 4-Consumed | 5-Female saint (abbr.) | 6-VERTICAL (Cont.) |
|        |        |        |            |                        |                    |

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(Under Contract with H.M. Government.)

| S.S.       | To     | From       | Hong Kong | Destination   |
|------------|--------|------------|-----------|---|
| MALWA      | 19,380 | 1931       | 28th Feb. | Marseilles & London.                                    |
| ALIPORE    | 5,273  | —          | Noon      | Straits, Colombo & Bombay.                              |
| KHIVA      | 9,135  | 3rd Mar.   | Mar. 1    | Rotterdam & Antwerp.                                    |
| KHYBER     | 9,114  | 14th Mar.  | Mar. 1    | Mars., L'don, Hull, R'dam & A'werp.                     |
| SOMALI     | —      | 21st Mar.  | Mar. 1    | Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp. |
| RAWALPINDI | 16,619 | 23rd Mar.  | Mar. 1    | Mars., L'don, Hull, R'dam & A'werp.                     |
| KARMALA    | 9,124  | 14th Apr.  | Mar. 1    | Marseilles & London.                                    |
| RAJPUTANA  | 16,568 | 23rd Apr.  | Mar. 1    | Mars., L'don, Hull, Hamburg, Rotterdam & Antwerp.       |
| SUDAN      | —      | 2nd May    | Mar. 1    | Mars., L'don, Hull, R'dam & A'werp.                     |
| KALYAN     | 9,144  | 9th May    | Mar. 1    | Mars., L'don, Hull, R'dam & A'werp.                     |
| COMORIN    | —      | 23rd May   | Mar. 1    | Mars., L'don, Hull, R'dam & A'werp.                     |
| KASHMIR    | 8,985  | 6th June   | Mar. 1    | Mars., L'don, Hull, R'dam & A'werp.                     |
| RANIPURA   | 16,601 | 29th June  | Mar. 1    | Mars., L'don, Hull, R'dam & A'werp.                     |
| KASHIGAR   | 9,005  | 4th July   | Mar. 1    | Mars., L'don, Hull, R'dam & A'werp.                     |
| RAWALPINDI | 16,619 | 18th July  | Mar. 1    | Mars., L'don, Hull, R'dam & A'werp.                     |
| KHYBER     | 9,114  | 1st Aug.   | Mar. 1    | Mars., L'don, Hull, R'dam & A'werp.                     |
| RAJPUTANA  | 16,568 | 15th Aug.  | Mar. 1    | Mars., L'don, Hull, R'dam & A'werp.                     |
| KARMALA    | 9,124  | 29th Aug.  | Mar. 1    | Mars., L'don, Hull, R'dam & A'werp.                     |
| CATHAY     | 16,121 | 12th Sept. | Mar. 1    | Mars., L'don, Hull, R'dam & A'werp.                     |
| KALYAN     | 9,144  | 26th Sept. | Mar. 1    | Mars., L'don, Hull, R'dam & A'werp.                     |

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## BRITISH INDIA-APCAR SAILINGS.

|         |        | 1931      |                               |  |
|---------|--------|-----------|-------------------------------|--|
| TAKADA  | 6,049  | 28th Feb. | Singapore, Penang & Calcutta. |  |
| TILAWA  | 10,005 | 24th Mar. | Singapore, Penang & Calcutta. |  |
| SANTHIA | 7,751  | 4th Apr.  | Singapore, Penang & Calcutta. |  |
| TALMA   | 10,700 | 12th May  | Singapore, Penang & Calcutta. |  |
| TAKADA  | 6,049  | 2nd May   | Singapore, Penang & Calcutta. |  |

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South).

|            |       | 1931      |   |  |
|------------|-------|-----------|---|--|
| TANDA      | 6,956 | 28th Feb. | Manila, Rabaul, Brisbane, Sydney & Melbourne. |  |
| ST. ALBANS | 4,500 | 1st Apr.  |   |  |
| NELLORE    | 6,839 | 1st May   |   |  |

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

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The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

|            |        | 1931      |  |  |
|------------|--------|-----------|--|--|
| RAWALPINDI | 10,619 | 27th Feb. | Shanghai, Kobe & Yokohama.                     |  |
| TILAWA     | 10,006 | 28th Feb. | Amoy, Shanghai, Moji, Kobe, Yohkohama & Osaka. |  |
| MIRZAPORE  | 6,716  | 5th Mar.  | Moji & Kobe.                                   |  |
| ST. ALBANS | 4,600  | 6th Mar.  | Shanghai, Moji, Kobe, Osaka & Yohkohama.       |  |
| SANTHIA    | 9,128  | 13th Mar. | Amoy, Shanghai, Moji, Kobe & Yohkohama.        |  |
| KARMALA    | —      | 14th Mar. | Shanghai, Moji, Kobe & Yohkohama.              |  |
| SUDAN      | —      | 15th Mar. | Amoy, Moji, Kobe & Yohkohama.                  |  |
| TALMA      | 10,600 | 26th Mar. | Shanghai, Moji, Kobe & Yohkohama.              |  |
| RAJPUTANA  | 16,588 | 27th Mar. | Shanghai, Moji, Kobe & Yohkohama.              |  |
| NELLORE    | 6,839  | 4th Apr.  | Shanghai, Moji, Kobe & Yohkohama.              |  |
| TAKADA     | 10,601 | 10th Apr. | Shanghai, Moji, Kobe & Yohkohama.              |  |
| KALYAN     | 9,114  | 18th Apr. | Shanghai, Moji, Kobe & Yohkohama.              |  |
| TILAWA     | 10,006 | 24th Apr. | Amoy, Moji, Kobe & Yohkohama.                  |  |
| COMORIN    | 15,132 | 24th May  | Shanghai, Moji, Kobe & Yohkohama.              |  |
| KASHIMIR   | 9,085  | 8th May   | Shanghai, Moji, Kobe & Yohkohama.              |  |
| TANDA      | 6,956  | 8th May   | Shanghai, Moji, Kobe & Yohkohama.              |  |
| TALAMBA    | 8,018  | 12th May  | Amoy, Moji, Kobe & Yohkohama.                  |  |
| RANIPURA   | 16,601 | 22nd May  | Shanghai, Moji, Kobe & Yohkohama.              |  |
| EASHGAR    | 9,005  | 5th June  | Shanghai, Moji, Kobe & Yohkohama.              |  |
| ST. ALBANS | 4,600  | 5th June  | Shanghai, Moji, Kobe & Yohkohama.              |  |
| RAWALPINDI | 16,610 | 10th June | Shanghai, Moji, Kobe & Yohkohama.              |  |
| KHYBER     | 9,114  | 3rd July  | Shanghai, Moji, Kobe & Yohkohama.              |  |
| NELLORE    | 6,839  | 6th July  | Shanghai, Moji, Kobe & Yohkohama.              |  |
| RAJPUTANA  | 16,586 | 17th July | Shanghai, Moji, Kobe & Yohkohama.              |  |
| KARMALA    | 9,128  | 31st July | Shanghai, Moji, Kobe & Yohkohama.              |  |

\*Cargo only.

All dates are approximate and subject to alteration without notice.

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Hong Kong, April 1, 1924.

## SHIPPING INDUSTRY.

### BRIGHTER OUTLOOK FOR THIS YEAR.

"The decade which ends on December 31 has been one of the most remarkable, as well as the most trying, for the shipping industry. Even now there are few real signs of the clouds lifting. Hopes of a revival must be centred in a scaling down of costs. In a breaking down of international barriers, and in the expansion of international action."

Thus Sir Arthur Sutherland, president of the Chamber of Shipping, epitomises the position of the shipping industry in an article in the Shipbuilding and Engineering number of the Glasgow Herald for 1930.

"I am pleased to know," he continues, "that confidence still remains in those responsible for the conduct of the shipping industry, and feel certain that the tide will again turn, and that, even though the prospects at the moment are so uncertain, we can surely hope and look for better trade in 1931."

## ARRIVALS OF SHIPS.

Tuesday, Feb. 24.  
Cingales Prince, British strl., 3,833 tons, Capt. F. Marshall, from Takao, buoy No. A1.—Furness (Far East), Ltd.

Kawachi Maru, Japanese strl., 3,556 tons, Capt. T. Fujita, from Miike, buoy No. A2.—N.Y.K.

Wednesday, Feb. 25.  
Canton Maru, Japanese strl., 1,647 tons, Capt. Y. Iwasaki, from Swatow, O.S.K. Wharf, O.S.K.

Carnarvonshire, British strl., 5,955 tons, Capt. Gulston, from Singapore, Kowloon Wharf.—J. M. & Co.

Golden River, American strl., 3,817 tons, Capt. J. W. Giffin, from Takao, Laichikok Anchorage.—States S.S. Co.

Hoining, British strl., 836 tons, Capt. A. H. Stewart, from Foochow, Amoy and Swatow, Douglas Wharf.—Douglas & Co. Co.

Harunasan Maru, Japanese strl., 1,867 tons, Capt. R. Koga, from Miike, Yaumati Anchorage.—M.B.K.

Hydrangea, British strl., 561 tons, Captain P. W. Griverson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Klungchow, British strl., 1,545 tons, Captain W. J. Larter, from Swatow, buoy No. B3.—B. & S.

Kojun Maru, Japanese strl., 1,305 tons, Capt. Y. Nishimoto, from Dairen, Yaumati Anchorage.—D.K.K.

Konsan Maru, Japanese strl., 1,556 tons, Captain T. Kotake, from Lungkow, buoy No. B19.—D.K.K.

Nunchang, British strl., 1,488 tons, Capt. Allinson, from Canton, buoy No. B8.—B. & S.

Sipora Dutch strl., 941 tons, Capt. Bakker, from Yaumati Anchorage.—J.C.J.L.

Suites which at winter rates formerly cost as much as £518, £306 or £236 are now reduced to £296, £222 or £162 respectively.

A room with a bath formerly scheduled for £115 may now be obtained for £72.—The minimum rates are also reduced, and in the Homeric, the world's largest twin-screw steamer, a passage may be booked as low as £49 10s. The reductions in summer rates enable suites which formerly cost £726, £430 and £285 respectively, whilst a room with a bath which formerly cost £165 may be had for £121. A round trip in one of the suites of the world's largest liner will now cost £444 less than before the above reductions took effect.

NAVIGATION CONGRESS.

Forty Nations To Take Part In Venice Conference.

Rome, Feb. 5.

The Popolo di Roma publishes a report from Venice to the effect that the committee making the arrangements for the fifth international congress on navigation, which will be held in Venice in September, has had a meeting with the town authorities.

The representatives of some forty nations will take part.

Seasonable Remedies and Preventives

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Relaxed and Sore Throat, 85 cents per tin.**WATSON'S EU-PINE INHALANT**for  
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## Overland China Mail

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Hong Kong, Thursday, Feb. 26, 1931.

## BALANCE NEEDED.

The need for clear thinking in

industry, which was emphasised by Lieut.-Colonel R. K. Morcom, C.R.E., in his address before the Rotary Club at their weekly meeting yesterday, is indeed a factor which would appear to be lacking in the general conduct of economic affairs. The Great War not only destroyed the balance of industry and shattered its complicated fabric, but it made the establishment of fresh standards of value imperative. The whole machinery of organisation and distribution was put out of joint and, what is more important, there was exercised a vast change in the attitude of the workers.

Instead of adapting themselves to these changed conditions, employers in a great many cases acted with the utmost caprice and refused to consider a revision of their systems and methods. The General Strike of 1926 was one of the fruits of this stubborn resistance to progress, and was a catastrophe which should never have been allowed to occur. To-day we are faced with economic crises just as grave and, if anything, employers are inclined to go to the extreme and grant concessions to labour which are out of all proportion and inevitably harmful to industry.

It is elementary economics to realise that if British goods were placed on the market at cheaper rates they would soon find buyers who at present cannot afford to pay the prevailing rates, but who infinitely prefer British to foreign-manufactured articles. The ensuing increase in profits would enable employers to pay a higher rate of wages to their employees, who, in turn, would benefit the agricultural worker by reason of their increased spending powers. If there is a need for clear thinking it obviously lies to a considerable extent with the British manufacturer.

## News in Brief.

Three cases of typhoid fever were notified yesterday, all being Chinese.

On Monday, Tuesday, and Wednesday the Banks will open at 9.30 a.m. and close at noon.

The lowest open air temperature yesterday was 56 degrees. The humidity was 70 at 4 p.m. and 78 at 10 p.m.

Having accidentally fallen down the staircase at 35, Canton Road yesterday, Fung Hin (33) a godown keeper, was removed to the Kwong Wah Hospital suffering from injuries to his head.

"If I catch you spitting in my Court again I'll fine you \$5" said Mr. Hamilton to the man in the Kowloon Magistracy this morning when a Chinese was reprimanded for indulging in that disgusting habit.

A concert of instrumental music organised by Mr. Harry Ore, will be given in the Helena May Institute on Thursday, March 6, at 5.30 p.m. If teas are wanted, please book from Matron 22160.—Advt.

To-day Li Leung and Liu Sheung were jointly charged in the Kowloon Court with keeping a gaming house in Kowloon City. The first defendant was fined \$25 or one month's jail and the other \$10 or two weeks' jail. Five members of the "gambling school" were fined \$2 each, and seven absences had their bail of \$3 estreated.

Four men and a woman appeared in the Kowloon Court yesterday afternoon charged with the armed robbery that took place at 20, Cheung On Street, Kowloon City, on February 9. The affair was well planned, one of the participants making several calls on the pretext of being a friend of the family, before the actual robbery took place. The hearing was adjourned.

The annual Health Campaign under the auspices of the Chinese Y.M.C.A., the Chinese Medical Association, and the Chinese Y.M.C.A. will begin on Saturday, at 7.30 p.m. At the opening meeting the chair will be taken by Dr. F. I. Tseng, addresses will be given by Professor W. I. Gerrard and Mr. T. N. Chau. The Campaign will be conducted at the Chinese Y.M.C.A., Biddle Street where lectures will be given throughout the week.

## POOR VINTAGE YEAR

## 1930 WILL HAVE LITTLE PLACE IN WINE LISTS.

With the solitary exception of Spain, all the wine-producing countries of Western Europe report poor crops, and so far as vintage wines are concerned, 1930 will find little place in the wine lists of future years.

Owing to the bad weather which prevailed in the majority of districts where grapes are grown, the quantity of wine produced is well below the average, and in most cases the quality is not up to the required standard. As a result, it is expected that prices will be raised, particularly in the case of claret, for which 1930 was an unusually poor year.

The wet weather extended as far south as Spain, and in the Jersey district the quantity of sherry is unfavourable.

The finer wines are produced in the clay district, and the quality of sherry obtained there is regarded as very good.

Except for comparatively small quantities, such as that recently sampled by the Prince of Wales at the Spanish Club in London, sherry is not shipped and bottled as a vintage wine. Instead, it is placed with the produce of previous years of the same grade, and from this the wines are obtained for the market.

As a consequence, the good wine secured this year will improve the blend, and this fact is welcomed both by the shippers in Spain and importers here owing to the increased demand in England, where sherry is resuming its former popularity.

## NEW BABY CARS.

The motoring correspondents of the London newspapers feature the trial of the \$100 two-seater "baby" cars from the Morris works, which will be marketed in the New Year. They declare they do 55 miles an hour, and have a normal cruising speed of 40 miles per hour. The cars are remarkable for their road-holding, hill-climbing, braking power, and acceleration qualities, and they can be easily lifted by two persons. The critics declare that they will revolutionise motorizing.

**ST. MARY'S SCHOOL PROGRESS.**

## Marked Development in Kowloon.

## POPULAR WITH PUPILS.

At the private distribution of prizes in St. Mary's School, Kowloon, yesterday, the following report by the head mistress was read:

The year 1930 has marked another phase in the development of our School. It is evident St. Mary's becomes known more and more from the ever increasing number of pupils who ask for admission.

Particularly flourishing are the Infant Classes where so many little men and women are passing busy and happy days filled up with an interesting succession of work, play and song. The Special Class for Chinese girls is also on the increase. For the time being, a temporary building has been provided to accommodate this section of the School, upon which so many hopes are resting. We would wish that St. Mary's were swarming with Chinese girls, they prove such willing pupils, and those who this year and last year obtained the Senior Certificate are now gaining their living in good situations.

The results of the University examinations were another great source of gratification. The joy was complete; not a single note of disappointment marred the day so anxiously expected by pupils and families, for all the Seniors and all the Juniors had obtained promotion and there was a most encouraging number of Distinctions; for this and all other blessings we thank Providence.

The activities of the School were not only confined to studying lessons and writing tasks, but included a little Bazaar and occasional theatrical displays which were enjoyed as much by the tiny actors as by the spectators; the little ones on the stage are always a great attraction.

## Inspector's Remarks.

The School was inspected in October by Mr. A. R. Sutherland, M.A., Inspector of English Schools, and his report is very favourable. I may quote from it literally:

"Discipline is excellent. I spent a whole day at the school and visited each class in turn. Singing in the Kindergarten was as usual very good. In the other classes I heard Reading and Recitation, set Dictation tests and asked questions on school subjects and inspected all written work. Reading and Recitation are very good. The written work including Arithmetic was neatly set out and carefully corrected. The written Dictation tests were very well done. Drawing is well taught.

Mrs. Sutherland inspected the sewing and was impressed by the excellence and utility of the work shown.

The School is very efficient.

New Building.

The Sisters wish to tender to Mr. and Mrs. de Martin their most heartfelt thanks for having honoured us by presiding over this homely ceremony. Their presence, so dear and yet so rare owing to the great occupations of Mr. de Martin as Director of Education, is a real joy to the Staff and scholars who all know, and are proud of the fact, that Mr. and Mrs. de Martin are friends of St. Mary's. We hope that next year, (the architect says this September) we shall be able to welcome you again when the new building, with its assembly hall will be inaugurated, thus opening for St. Mary's another

years more spacious page.

The School is very efficient.

New Building.

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**MR. C. D. MELBOURNE**  
PRESENTATION BY THE LEGAL PROFESSION.

A POPULAR OFFICER.

Mr. C. D. Melbourne, retiring Registrar of the Supreme Court, was the recipient of a silver salver, inscribed with 61 names, at a pleasant little function in the Court yesterday.

The presentation was made by the Acting Chief Justice, (Mr. Justice Wood), and all branches of the legal profession were represented.

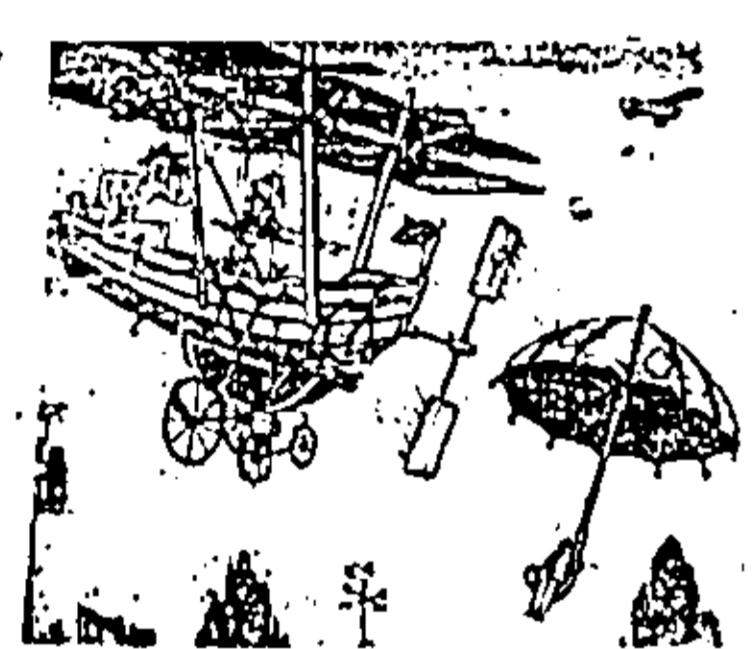
The Chief Justice, prior to presenting the salver, welcomed the Attorney-General, the Hon. Mr. G. Alabaster, on the confirmation of his appointment. He also expressed the regret of Mr. J. Scott Harston for his inability to attend.

The history of the Court, and, in fact, one might almost say the history of the Colony, was bound up for many years with Mr. Melbourne, said His Lordship. He would leave here with everything on the credit side. He was handing over the good-will of the Registry imbued with the spirit of his own good humour, and with good relations between the profession and Court Officers firmly established. They would all wish him the very best of fortune in the years ahead. (Applause).

Career In Hong Kong.

The Attorney-General, speaking on behalf of his fellow brethren at the Bar, in association with Mr. Bruton, said that Mr. Melbourne was called to the Bar at the Inner Temple in November, 1890, and was admitted to practice in Victoria, Australia, in the following year. He was admitted to practice in Hong Kong in 1895, and joined the Government service in 1900, serving during that period, in practically every capacity except that of Law Officer.

Mr. Alabaster continued that Mr. Melbourne had served with charm and distinction and had gained their affection. It would be a big wrench to part from him but they had the consolation of knowing that they could see him.



"There's a man going down in a parachute."

"Good. I'll see if I can knock him—it's seldom I get a crack at a pedestrian!"—Aussie, Sydney.

when they themselves, went home. Speaking on behalf of the Law Society, Mr. Hall Bruton endorsed all that had been said and added that they felt they were losing a sincere friend. They would miss his generosity, courtesy and humour, and hoped that they would be able to see him again some day.

Mr. Melbourne's Reply. In reply, Mr. Melbourne said that he was unable properly to express his thanks without using stereotyped platitudes, and he would say no more than to thank them very much for the honour they had done him in making such a handsome present. He added that he hoped when any of them were at home they would look him up.

FATHER TIERNEY.

BANDITS THREAT TO KILL MISSIONARY.

BRITISH INTERCESSION.

Peking, Yesterday. Grave news has been received regarding Father Tierney, whose captors are seriously threatening to kill him if the ransom they demand is not paid in a very short while.

The British authorities continue to make very strong representations to the Central and Provincial Governments on the subject.—Reuter.

The Very Rev. C. Tierney, is the Superior of the Irish Mission of St. Columban. He was captured by Communist bandits at Kienchang, 80 miles south east of Nanchang, on November 19 last.]

YOUNG ASSASSIN.

ATTEMPTS TO SHOOT PRESIDENT.

DURING A SPEECH.

Havana, Yesterday. A second attempt to assassinate President Machado failed yesterday afternoon, when the police seized a youth who was drawing a revolver in order to shoot Dr. Machado while he was speaking at the dedication of the new Capitol. Reuter's American Service.

LADIES' RECREATION CLUB.

(Continued from Page 1.) four to serve on this Committee. She suggested that Dr. Montgomery should be asked to serve and he should be given power to choose one or two others to work with him. The President also paid a tribute to Dr. Montgomery's services during the past year, stating that he did a tremendous amount of work.

The meeting agreed to the President's proposal.

Increasing Subscriptions.

The President then addressed the meeting on the matter of increasing subscriptions. She said that in view of the deficit in last year's working and the fact that there still remained repairs which were necessary to keep the Club in good condition an increase in subscriptions was justifiable. She pointed out that all prices had gone up, including the price of nets and posts. Two courts were re-netted during the past year, and there were two others which needed re-netting badly, to say nothing about screens and posts for these courts.

Mrs. Etherington then proposed an increase of 25 per cent. on ordinary subscriptions and subscribing members' subscriptions. Where a member now paid \$16 the new subscription would be \$20. In the case of husband and wife the subscription would be raised from \$24 to \$30. The increase for temporary members should be only from \$9 to \$10. The President commented that the proposed increase would not apply to Naval members or the sons of members whose parents would pay increase on their fees. She suggested that the proposed increase come into force as from July 1, 1931.

An amendment was proposed to make the increase effective as from January 1, 1932, and when this was put to the meeting it was carried by a majority of 8 to 3 votes.

Dearer Tea.

The next matter discussed by the meeting was increase in the price of tea, the President remarking that, like everything else at the Club, the price of tea was extraordinarily cheap—only 20 cents. As the Club had now to pay more for tea, she suggested that the price of tea be raised to 40 cents which was a reasonable price which could be asked for anywhere.

After some discussion on this matter, another proposal to raise the price of tea from 20 to 30 cents was carried by 7 to 4 votes.

Visitors' Fees.

The suggestion was also made by the President to increase visitors' fees. She suggested that visitors should be required to pay 50 cents for the privilege of playing on the courts and they should pay 30 cents for tea instead of having it included in the present fee of 50 cents. She commented that this was reasonable as the majority of other Clubs were charging \$1 for visitors, exclusive of tea.

A counter proposal was made to increase visitors' fees to 75 cents including tea, but no one voted for it.

The President's proposal was, after some discussion, put to the meeting and carried by 7 to 4 votes.

Control of Drinks.

They followed some discussion of taking the drinks out of the hands of the Club "boy" as a means of getting added revenue.

The President pointed out that that would mean raising the "boy's" wages, and then there would be the difficulty of keeping check on drinks in the absence of chits, and if a drink book were kept it would mean more work for the treasurer, who already had plenty of work to do checking the other books at present kept at the Club. Treasurers were difficult to get, the President commented, and they should not put more work on the person who undertook the responsibility.

It was decided by the meeting to leave the question of control of drinks to the consideration of the new committee.

The meeting terminated with the President thanking the Committee for their support during the past year, and votes of thanks to the President, Hon. Secretary, and Hon. Treasurer, these being received with applause.

PEACEMAKER ASSAULTED.

Owing to the complainant being in hospital, the case against Pashwar Singh, a private watchman, employed by the Green Island Cement Company, was remanded at the Kowloon Magistracy to-day.

The defendant is charged with assaulting an Indian constable, Mohamed Bux, and obstructing him in the execution of his duty at Hung Hom yesterday.

It was alleged that the accused was slightly intoxicated, and was chasing two other Indians in Chatham Road. The constable intervened and it was further alleged, the defendant struck him several times, causing a nasty wound on the forehead, and loosening two of his teeth.

Ball of \$250 was allowed.

MYSTERY RAYS FROM ROOTS.

Co-operation Among Actively Growing Cells.

Cleveland, O., Jan. 14. A device so sensitive that it can detect the hidden light from a match a dozen feet away was reported here by Dr. Otto Glaser and Dr. V. B. Seitz, of the Cleveland Clinic Foundation.

The device is used to study the mysterious rays given off by roots and other parts of living plants. These rays have been among the most troublesome of all recent objects of research. Many scientists still refused to believe that they exist. But evidence is accumulating that actively growing cells in plants give off some kind of radiation that falls on other cells and provokes them into dividing and growing. Thus the cells in any region of growth give encouragement to each other.

Detection and Measurement.

Previous experimenters have confined themselves to testing these radiations with growing cells, comparing them with other cells not exposed to such radiations and measuring the difference in growth rapidity. But the two Cleveland physicians wanted to get an actual physical instrument that could detect and measure the rays.

They built a vacuum cell, containing a metal tube in which the roots with various metals which set up a slight electric current when any kind of radiation, whether visible or invisible, falls on them. Then they connected the electric terminals to an amplifier similar to a radio set, converting the amplified current into sound. With this apparatus it is possible to hear the effects of growth expressed as anything from a rustle to a roar.

Rattlesnake Poison.

Rattlesnake poison and how it acts has been the subject of a series of dramatic experiments by Dr. J. Marcowitz, Dr. H. E. Essex and Dr. F. C. Mahn of the Mayo Foundation. They found that animals that have recovered from rattlesnake poison are immune for several months thereafter. The immunity seems to reside in the blood fluid, rather than in the blood corpuscles; for blood corpuscles separated from the fluid will swell up when exposed to the venom, but if left in the fluid they are protected.

In the course of researches on the much-debated question of just what is the best rattlesnake bite cure, Prof. Albert M. Reese of the University of West Virginia discovered that rats are much more resistant to the poison than are men.

Land Loving Fish.

Fish that come ashore to keep from drowning were described by Prof. A. S. Pearse of Duke University. There are a number of species of fish in the warm waters of the Oriental tropics that spend much of their lives ashore, and even climb up on low bushes at the water-side. Prof. Pearse is of the opinion that the warmth and the swarming animal life in it take out all available oxygen. The fish develop a sac-like lung adapted for breathing air.—United Press.

AIR AWARDS.

WORLD LEAGUE TO PRESENT TROPHIES.

MEDAL FOR MRS. BRUCE.

Paris, Yesterday. The International League of Airmen has made awards which include the following:

National trophies to Major Kingsford Smith and Captain Barnard.

Woman aviator's trophy to Miss Amy Johnson.

Medals of honour to Mrs. Victor Bruce, the Duchess of Bedford, Mile. Hiltz (for her Paris-Saigon flight), Mrs. Lindbergh and Mme. Baatie (for her world record duration flight of 87 hours, 55 minutes).

Dirigible trophy to Dr. Eckener, of Graf Zeppelin fame.—Reuter.

PERU REVOLT.

REBELS ESTABLISH A GOVERNMENT.

New York, Yesterday. A message from Lima states that the Southern rebels have established their own government. Troops at Cusco have joined them.—Reuter's American Service.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Functions.

To-day—Tea Dance at Hong Kong Hotel.

To-night—Dinner Dances at Peninsula and Hong Kong Hotels.

To-morrow—Whist Drive, Holme May Institute, Kowloon; 8.45 p.m.

To-morrow—Farewell Dinner to British Economic Mission, Peninsular Hotel.

Saturday—Elliot Hall annual concert and dance, 8 p.m.

Saturday—St. David's Society Dinner, Lane Crawford's.

Saturday—Craggengower Cricket Club Dance.

Saturday—A. O. C. Dance.

March 5—R.A.O.B. Regalia Dance, Garrison Lecture Hall.

March 20—Yorkshire Society Dinner.

Entertainments.

To-day—Queen's Theatre.

"Blackmail." ... Central Theatre.

"True to the Navy." ... Majestic Theatre.

"Vagabond King." ... Star Theatre.

"Ben-Hur." ... World Theatre.

"Hung Lin Tsai," (Chinese picture). ...

To-morrow—Song Recital (Miss M. Gomes), Helena May Institute, 5.30 p.m.

March 7, 10, 13, 14—"Art & Mrs. Bottie" by A.D.C., Theatre Royal, 9.15 p.m.

Home Hall.

To-day—Inward from Europe via Siberia (Tokka Maru); from Europe via Suez (Rawalpindi).

To-morrow—Inward from Europe via Siberia (President Cleveland); Outward for Europe via Siberia (Rawalpindi), 10.30 a.m.

Sports.

See Diary on page 8.

Meetings.

To-morrow—Hong Kong Tramways, Jardine, Matheson & Co.'s Office, noon.

Saturday—Hong Kong & Shanghai Banking Corporation, City Hall, 11.30 a.m.

March 5—H.K. Canton, Macao Steamboat Co., Ltd., Queen's Building, 11 a.m.

March 11—Hong Kong Telephone Co., Ltd., Exchange Building (2nd floor), 11.30 a.m.

March 18—Green Island Cement Co., Exchange Building, 11.30 a.m.

April 16—Hong Kong & Shanghai Hotels Ltd., Exchange Building, 11.30 a.m.

MAIN EVENT

15 Rounds Contest for Middleweight Championship of the Colony and Belt Between

JOCK CRICHTON,

SHANGHAI Welter Weight Champion of the Colony.

and

A. B. EWIN,

H.M.S. KENT. Middle Weight Champion of the Colony Imperial Services Middleweight Champion 1925 and 1928.

Booking at Mouttrie's:—

For Members of the Hong Kong Boxing Association on MONDAY and TUESDAY, March 2 and 3.

General Public:

WEDNESDAY and THURSDAY, March 4 and 5.

RINGSIDE SEATS \$5.50, OTHERS \$3.30 and \$1.10, INCLUDING TAX.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station 2.B.W. on a wavelength of 365 metres:

6.54 p.m.—European Programme of Victor & H.M.V. Records kindly supplied by Messrs. S. Mouttrie & Co.

6.54.49 p.m.—Variety.

Orchestral—Wedding of the Painted Doll, De Groot & His Orchestra (8071).

Humorous Song—The Clatter of the Clogs, Gracie Fields (8415).

Chorus—Fire Down Below, John Goss & Male Quartet (2420).

Dialogue—The Bullighter, John Henry and Gladys Horridge (3484).

Song—The Pirate, Sir Harry Lauder, Baritone (1434).

Humorous Song—You Can't Kill Eliza by Scratching Them, Gracie Fields (3883).

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CAST IRON BASE

\$110.

FLOOR TO CEILING BALLS  
\$60.

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MEDICINE BALLS.

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DEVELOPERS.**"ERNEST BARRY"**  
SCULLING MACHINES  
\$250.LANE, CRAWFORD, LTD.  
SPORTS DEPT.

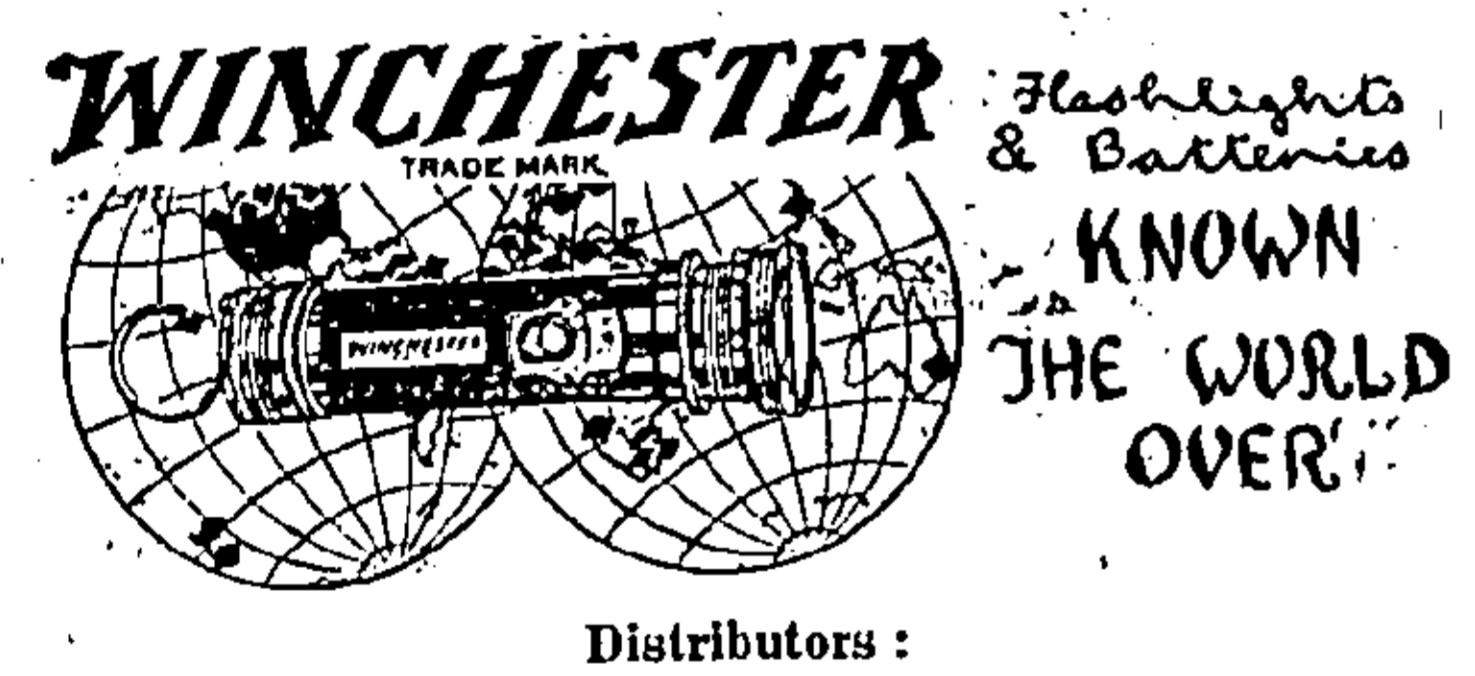
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THE NEWSPAPER ENTERPRISE LTD.

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China Mail Bldg. 3a, Wyndham St.SOUTH AFRICA WINS  
THE RUBBER.Fifth Test Ends in  
Drawn Game.

FIRST TEST THE DECIDER.

Durban, Yesterday. The fifth Test match between England and South Africa was left drawn to-day. Thus, by virtue of their success in the first Test, leaving the South Africans winners of the rubber.

H. B. Cameron declared the South African's innings closed at 219 for the loss of seven wickets, thus setting England the task of collecting 242 runs for victory in the fourth innings. At the close of play England had scored 72 with six wickets in hand.

Overnight rain left the pitch unscathed and Siedle (0) and Mitchell (2) continued South Africa's second innings on a good wicket and in overcast weather.

The pair added 38 runs before Mitchell was caught off Voce 43-1-21. Siedle left twenty one runs later 64-2-30. At lunch the South Africans had lost two good wickets for 72 runs.

On the resumption Christy (16) and Taylor (3) continued batting before 2,000 spectators. Nineteen runs had been added when Peebles got past Taylor's defence. 91-3-14. Christy, joined by Viljoen, saw the century raised, but left at 110 as a result of jumping out to one of Peebles's tempting deliveries.

Soon after the resumption of the innings Cameron (41 not out) applied the closure of the innings, setting England the task of scoring 242 runs for victory.

A rude shock was in store for England, for with only seven runs on the board, Wyatt gave Mitchell a catch off Christy.

Hammond, joined by Farrimond, continued to score freely but at 31 he was caught off Bell for 23. Farrimond left soon after, being snapped up behind the wicket off Taylor. With 32 runs added for the fourth wicket, Turnbull returned a catch to Siedle and further play was abandoned. Tate being undefeated with 24 to his credit.

Scores:-

|                            |     |
|----------------------------|-----|
| South Africa—1st innings.  |     |
| L. Siedle, c & b White     | 57  |
| R. Mitchell, b Hammond     | 73  |
| J. A. Christy v Peebles    | 16  |
| H. W. Taylor c & b Peebles | 16  |
| Viljoen c Hammond b Tate   | 16  |
| H. B. Cameron b Voce       | 4   |
| E. L. Dalton c Farrimond b |     |
| Hammond .....              | 31  |
| Q. McMillan not out .....  | 29  |
| C. L. Vincent c Chapman b  |     |
| Peebles .....              | 6   |
| A. J. Bell, b Voce .....   | 0   |
| Cochrane, b Peebles .....  | 4   |
| Extra .....                | 0   |
| Total .....                | 252 |

Fall of the wickets: 1 for 127, 2 for 131, 3 for 157, 4 for 164, 5 for 168, 6 for 203, 7 for 221, 8 for 242, 9 for 243, 10 for 252.

BOWLING ANALYSIS.

| O. M. R. W. | Tate .....             | 22   | 4  | 85 | 1 |
|-------------|------------------------|------|----|----|---|
|             | Hammond .....          | 19   | 6  | 36 | 2 |
|             | Voce .....             | 27   | 10 | 51 | 2 |
|             | I. A. R. Peebles ..... | 27.4 | 3  | 67 | 4 |
|             | J. C. White .....      | 35   | 9  | 63 | 1 |

England—1st innings.

| R.E.S. Wyatt c Cameron b Bell        | 24 |
|--------------------------------------|----|
| Hammond, c Mitchell b                |    |
| Vincent .....                        | 29 |
| Leyland l.b.w. b Bell .....          | 8  |
| Hendren, c McMillan b Vincent .....  | 30 |
| M.J. Turnbull, b McMillan .....      | 6  |
| Farrimond, c Taylor, b Vincent ..... | 35 |
| A. P. F. Chapman, c McMillan, b      |    |
| Vincent .....                        | 24 |
| Tate, b Vincent .....                | 50 |
| Voce, c Bell, b McMillan .....       | 0  |
| J.C. White, c & b Vincent .....      | 10 |
| I.A.R. Peebles, not out .....        | 2  |
| Extras .....                         | 12 |

BOWLING ANALYSIS.

| O. M. R. W. | Tate .....             | 9  | 2 | 17 | 0 |
|-------------|------------------------|----|---|----|---|
|             | Hammond .....          | 22 | 1 | 46 | 2 |
|             | Voce .....             | 17 | 8 | 37 | 1 |
|             | I. A. R. Peebles ..... | 23 | 4 | 71 | 3 |
|             | J. C. White .....      | 5  | 0 | 28 | 0 |

Total .....

Fall of the wickets: 1 for 48, 2

for 64, 3 for 91, 4 for 110, 5 for 126, 6 for 148, 7 for 208.

BOWLING ANALYSIS.

| O. M. R. W. | Tate .....             | 9  | 2 | 17 | 0 |
|-------------|------------------------|----|---|----|---|
|             | Hammond .....          | 22 | 1 | 46 | 2 |
|             | Voce .....             | 17 | 8 | 37 | 1 |
|             | I. A. R. Peebles ..... | 23 | 4 | 71 | 3 |
|             | J. C. White .....      | 5  | 0 | 28 | 0 |

Total .....

Fall of the wickets: 1 for 56, 2

for 66, 3 for 87, 4 for 101, 5 for 101,

6 for 126, 7 for 188, 8 for 188; 9

for 223, 10 for 230.

BOWLING ANALYSIS.

| O. M. R. W. | Tate .....             | 9  | 2 | 17 | 0 |
|-------------|------------------------|----|---|----|---|
|             | Hammond .....          | 22 | 1 | 46 | 2 |
|             | Voce .....             | 17 | 8 | 37 | 1 |
|             | I. A. R. Peebles ..... | 23 | 4 | 71 | 3 |
|             | J. C. White .....      | 5  | 0 | 28 | 0 |

Total .....

Fall of the wickets: 1 for 7, 2

for 31, 3 for 40, 4 for 72.

BOWLING ANALYSIS.

| O. M. R. W. | Tate .....             | 4  | 1 | 17 | 1 |
|-------------|------------------------|----|---|----|---|
|             | Hammond .....          | 22 | 1 | 46 | 2 |
|             | Voce .....             | 17 | 8 | 37 | 1 |
|             | I. A. R. Peebles ..... | 23 | 4 | 71 | 3 |
|             | J. C. White .....      | 5  | 0 | 28 | 0 |

Total .....

Fall of the wickets: 1 for 7, 2

for 31, 3 for 40, 4 for 72.

BOWLING ANALYSIS.

| O. M. R. W. | Tate .....             | 4  | 1 | 17 | 1 |
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BOWLING ANALYSIS.

| O. M. R. W. | Tate .....    | 4  | 1 | 17 | 1 |
|-------------|---------------|----|---|----|---|
|             | Hammond ..... | 22 | 1 | 46 | 2 |

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**POST OFFICE NOTICE.****INWARD MAIls**

THURSDAY, FEBRUARY 26.  
Straits ..... Tlawa  
Europe via Suez Letters & Papers (London Jan. 29, and Parcels Jan. 22) ..... Rawalpindi  
Shanghai and Europe via Siberia (London, Feb. 7) ..... Tokiwa Maru

FRIDAY, FEBRUARY 27.  
U.S.A., Canada, Japan, Shanghai (Seattle, Feb. 7) and Europe via Siberia (London, Feb. 7) ..... President Cleveland  
Shanghai ..... Malwa  
Amoy ..... Takada  
Manila ..... Empress of Russia

SATURDAY, FEBRUARY 28.  
Shanghai and Swatow ..... Sinkiang  
Japan ..... Heiyo Maru

**OUTWARD MAIls**

THURSDAY, FEBRUARY 26.  
Saigon ..... Yuan Lu ..... 3.30 p.m.  
Amoy ..... King Yuan ..... 3.30 p.m.  
Samshui & Wuchow ..... Tai Hing ..... 4 p.m.  
FRIDAY, FEBRUARY 27.  
Shanghai, Japan and \*Europe via Siberia ..... Rawalpindi ..... 10.30 a.m.  
Swatow, Amoy and Foochow ..... Haif Ning ..... 2 p.m.  
Bangkok ..... Chinhuas ..... 3.30 p.m.  
Amoy ..... Tjisaroea ..... 5 p.m.

\*Superscribed correspondence only.

**THAT PEKING MAN.****DR. BLACK'S THEORIES QUESTIONED.****"THE MISSING LINK."**

Pacing to and fro in the library of his old-fashioned house in Potsdam, Dr. Weinert, of the Anthropological Institute of the Kaiser Wilhelm Society, challenged Dr. Black's contentions that the fossil remains discovered at Peking are the bones of an early type of humanity and therefore that there is reason to believe that the cradle of the human race was in Eastern Asia.

From the photos of the finds and from the descriptions of them sent to us by Dr. Black—I am convinced that the bones are the remains of a creature, half human, half ape, or to give him his scientific name, pithecanthropus erectus. Haeckel's missing link which first ceased to be missing when Professor Dubois made his important discovery of a large-skull in Java forty years ago.

**Professor Dubois' Action.**

Dr. Weinert declares that but for the inexplicable attitude of Professor Dubois, the identity of the Peking and Java finds would have been immediately accepted by anthropologists. When Professor Dubois brought his previous discovery back with him to Holland, he elected to keep it in the seclusion of his own private archaeological collection. It needed a hint from the Dutch Government to the effect that the Java find could not be regarded as private property, before Professor Dubois was induced to allow other scientists to study the skull.

I happen to be the first anthropologist to be permitted to make a thorough-going study of the Java skull. The results of my investigations have been published in a treatise, supplied with a number of excellent photos. A glance at these photos is sufficient to reveal the identity of this skull with that found at Peking. Indeed, superimposing and comparing the drawings of the outlines of the two skulls show the same retreating forehead, the same flat top to the cranium, and the dorsal protrusion not found in the human skull, not even in the skull of the Neanderthal Man."

**Haeckel Was Right?**

Dr. Weinert went on to say that the Peking finds bear out the theory first set up by Ernst Haeckel that the human race is descended from an animal species that was neither monkey nor man, a link in the chain of evolution. It was believed that these creatures inhabited that part of the world which is now Further India and the Malayan Archipelago. Professor Dubois' discovery gave confirmation to this belief. Dr. Black's finds are only additional evidence, Dr. Weinert maintains. "We now know," continued Dr. Weinert, "that these half-human animals, who lived in the Early Ice Age, moved about over the whole surface of the earth. The Peking find is almost identical with that found at Piltdown, in South England. In the case of the Piltdown fossil, consisting of the top part of a skull and a jaw bone, whereas English anthropologists consider they belong together, here in Germany we hold the opinion that coincidence played a part in this case, and that the jaw bone belonged to a monkey."

Dr. Weinert has reconstructed the skull of the Java animal-man, and estimates its capacity to have been 1,000 cubic centimetres, as against 850 cubic centimetres estimated by Professor Dubois. As the human-like ape has a skull capacity of 500 cubic centimetres and that of the normal human being a capacity of 1,500 cubic centimetres, it will be seen that the Java skull lies in the middle between man and monkey.

**Not A Human.**

Even if *Simanthropus pekinensis* is regarded as a type of early humanity, derived from a member of the chimpanzee family like the *pithecanthropus*, it varies so greatly from the Neanderthal Man, that

it is impossible to regard it as being an early member of the human family (homo sapiens), is Dr. Weinert's conclusion.

As regards Asia's claims to being the original cradle of the human race, Dr. Weinert states that German anthropologists are more and more inclined to accept the evidence that goes to prove that the ancestral stock made its first appearance in Africa.

A young anthropologist, L. S. B. Leakey, who has spent four years making excavations in the caves of the Rift Valley, Kenya Colony, has recently arrived in Berlin and submitted some of his finds to the Kaiser Wilhelm Society. These fossil bones are now being examined by German experts. It is expected that a pronouncement of major importance will shortly be made.

**WALLS OF JERICHO.****EXPEDITION SEEKS REASON FOR COLLAPSE.**

Karachi, Jan. 2.

Why the walls of Jericho collapsed before the armies of Joshua is a question which the expedition to Palestine, led by Professor John Gerstad, of Liverpool University, will try to answer.

Sir Charles Marston, who with the late Lord Melchett, financed the expedition, said that last year's work revealed the fact that the walls of Jericho did actually collapse.

The most feasible suggestion to cause the collapse was an earthquake, and the expedition would try to find traces of this catastrophe which occurred about 1,400 B.C.

Other theories, which had been advanced to explain the fall of the walls included the extraordinary suggestion that if rams-horn trumpets were blown on one particular note a long blast would set up metallic vibrations in the walls and cause them to fall.

Sir Charles thought it very far-fetched, but added that it would be well to remember that there are probably forces of nature available of which we know almost nothing, and perhaps these were understood by Joshua's priests.

**FEWER INDIANS.****115,316 LEAVE MALAYA. IN 1930.**

A big falling off in the Asiatic population of Malaya is revealed by the Malaya migration statistics for 1930.

There is decrease of 45,659 in the Indian population and an increase of 28,586 in the Chinese population.

During the year 1930 the number of Chinese arrivals in Malaya was 843,502 and the departures 814,916. The number of Indian arrivals was 69,657 and the number of departures 115,316.

A reduction in the Asiatic population is shown in the December statistics. The Chinese decreased by 8,225 and the Indian by 8,972.

The number of Chinese immigrant deck passengers disembarking at Singapore for the month of December, 1930, was 6,675. For the same period in 1929, the number was 19,221.

**PISTOL BATTLE.****ANOTHER NEW YORK GANG MURDER.**

Another cold-blooded gang murderer was added to New York's long list when the proprietor of an "uptown speakeasy" was riddled with seven bullets in his own barroom after a desperate pistol battle with five rivals, who resented his operations in their territory.

The assassin rushed into the place forcing a taxi-driver to enter first as a shield for themselves and fired volley after volley, splintering woodwork and mirrors in the room. The victim was found by the police mortally wounded with a revolver under him.

**NOT A HUMAN.**

Even if *Simanthropus pekinensis* is regarded as a type of early humanity, derived from a member of the chimpanzee family like the *pithecanthropus*, it varies so greatly from the Neanderthal Man, that

**EXCHANGES.****TO-DAY'S QUOTATIONS.**

On London—  
Bank, wire ..... 11  
Bank, on demand ..... 11  
Bank, 4 months' sight 11 1/16

Credits, 4 months'  
sight ..... 11 1/16

Documentary, 4  
months' sight ..... 11 18/16

On Paris—  
On demand ..... 567 1/2

Credits, 4 months'  
sight ..... 607 1/2

On New York—  
On demand ..... 22 1/4

Credits, 60 days'  
sight ..... 23 1/2

On Bombay—  
Wire ..... 61 1/2

On demand ..... 61 1/2

On Calcutta—  
Wire ..... 61 1/2

On demand ..... 61 1/2

On Yokohama—  
On demand ..... 45

Sovereign (Bank's  
buying rate) ..... 11 1/2

Silver (per oz.) ..... 12 1/2

Bar Silver in Hong  
Kong ..... Nominal  
Copper Cash ..... Nominal  
Copper Cents ..... 3% prem.  
Rate of Native In-  
terest ..... 3 1/4% p.a.

Chinese Sub. Coin ..... 25% ds.

Hong Kong Sub. Coin Par

Docks, Wharves,  
Godowns, &c.

H. K. & K. Wharves ..... 17 1/2

H. K. & W. Docks ..... 9 1/2

South Ch. Motors ..... 10

China Provids (old)  
(new) ..... 2 1/2

Hongkew ..... 27 1/2

N. Engineering ..... 51

shanghai Docks ..... 110

Lands, Hotels &  
Buildings.

H. K. & S. Hotels ..... 18

H. K. Lands ..... 85

Shanghai Lands ..... 92

Humphreys (Cust. Rs.) ..... 16

H. K. Realts ..... 9 1/2

Chinese Estates ..... 97

Prairie ..... 16

Helsingfors ..... 19

Madrid ..... 46 40

Lisbon ..... 108 25

Athens ..... 37 5

Bucharest ..... 8 17

Rio ..... 4 8/16

Buenos Aires ..... 36 15/16

Montevideo ..... 25 1/4

Bombay ..... 1 5/4

Shanghai ..... 1/2

Hong Kong ..... 11 1/2

Yokohama ..... 2 13/32

Silver Spot ..... 12 1/2

Silver Forward ..... 12 1/2

British Wireless Service

Cotton Mills.

Ewan Cotton ..... 15 1/2

Shanghai Cotton ..... 108

Zoong Sing ..... 18

Public Utilities.

H. K. Tramways ..... 18 10

Peak Trans. (old) ..... 14 1/2

" (new) ..... 6 1/2

Star Ferries ..... 26 1/2

H. K. Electric ..... 7 1/2

Macau ..... 9

Sandakan Lights ..... 9

H. K. Tel. fully paid ..... 42

China Buses ..... 13

S'pore Tractions (Ordinary) ..... 6 1/2

" (Pref.) ..... 10 1/2

Industrial.

China Sugars ..... 60 1/2

Malabon Sugars ..... 95

Caldi Mag. Ord. .... 11 1/2

" Pref. .... 11

Cantio Ice ..... 8 1/2

" (old) ..... 11 1/2

" (new) ..... 6 20

H. K. Ropes ..... 19 00

Stores, &c.

Dairy Farm (old) ..... 20 20

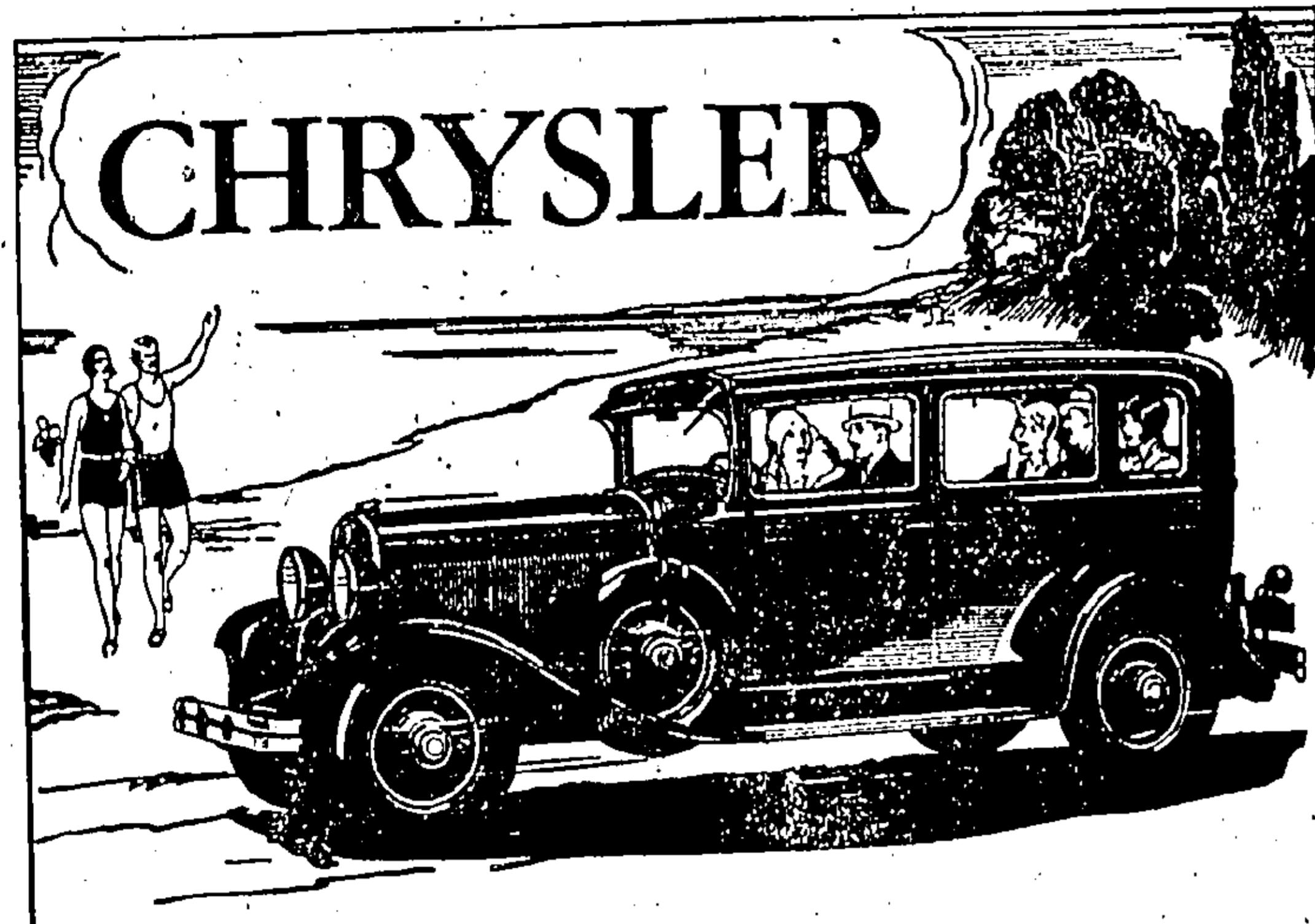
" (new) ..... 24 1/2

Watson's ..... 13 40

" ..... 13

&lt;p

# MOTORISTS THIS IS YOUR PAGE



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### FRIVOLOUS.

#### Case Which Should Not Have Been Brought

A collision between two motor cars in the vicinity of the locality which is commonly known as the "katai club" on the early morning of December 25, was the subject of a charge against a European named A. G. Little in the Fourth Magistrate's Court, Singapore, on January 28.

In the course of the hearing it transpired that Inspector Farquharson, who visited the scene after the collision, told Mr. Gowan, a probationary A.S.P. attached to the Police Depot, that it was his fault and at the same time told Mr. Little that if he wanted, he could get a summons issued against Mr. Gowan.

After hearing the evidence, Mr. W. H. Whittom discharged and acquitted the defendant, remarking that the prosecution should never have been brought against him and that such cases caused inconvenience to busy people who had to leave their work and engage counsel for their defence.

Mr. R. L. Eber appeared for the defence.

In his evidence Mr. Gowan said he was driving out on Beach Road from the sea end of Middle Road. He did not see the other car but suddenly felt the impact. He was with two other police officers. He was only driving at between five and ten miles an hour at the time of the collision.

"Never Intended to Take Action."

Cross-examined by Mr. Eber witness said that he was not responsible for the prosecution. He definitely did not see the other car and never intended to take action. The papers were sent to the C.P.O., with the result that the prosecution was launched. Witness admitted that Inspector Farquharson came on the scene and examined the road and the cars and told him that he was to blame.

Inspector Farquharson, giving evidence, produced a sketch plan of the scene and gave measurements.

In reply to Mr. Eber he said that he pointed to Mr. Gowan and told him that his car was in the wrong. He also told Mr. Little that he could take out a summons against Mr. Gowan. The investigation papers were sent to the C.P.O. and instructions were given for a summons to be issued against Mr. Little.

His Worship acquitted the accused without calling on the defence.

### SPEEDOMETER CABLE.

E.G.C.—Does the speedometer cable of the Morris-Cowley car require grease or oil? About how much would you recommend putting in, and how often? Do you think it places any undue strain on the clutch of a car if one lets the clutch out and puts the gear lever into neutral when travelling at about 20 to 25 miles per hour, such as one might do before pulling up? The small wire grounding the shunt terminal of my car has appeared to burn off twice during the last 100 miles. What is the cause of this, and how can it be prevented?

Transmission oil should be used to lubricate the cable and the knuckle at the bottom. One shot from the gun every 500 miles should be sufficient. Providing the clutch is let back to its normal position after the disengaging of the gearshaft no harm can come to the car. Everything is running without load, and in driving in this manner one is free-wheeling the car in much the same fashion as is being used on many English and some American cars to-day. Failure to bring the clutch back to normal would, however, cause a lot of wear on the clutch throw-out collar, and should be avoided.

Apparently there is a loose connection in the charging circuit in the generator, to build up beyond its usual limits. This should be corrected promptly, as it will have a damaging effect on the windings of the generator. Check all connections, particularly those on the ammeter, battery, and generator, and make sure that they are all tight. A loose connection is sometimes indicated by an increased brightness of the lights when the engine is running.

### CLUTCH RIDING.

#### Faults That Develop.

Apart from ignition and carburetor troubles, one of the motorist's most frequent sources of difficulty lies in the clutch. Most clutch troubles are due either to the adjustment of the springs, the conditions of the friction surfaces, or to worn thrust collars, and all of these are aggravated by the habit of allowing the foot to rest on the clutch while driving. Few motorists appreciate the far-reaching effects and damage that may be caused by the habit, but when it is stated that fully 50 per cent. of clutch and transmission troubles arise from this source, the costliness of "clutch riding" may be brought home. The clutch of an automobile is a unit intended for a definite purpose—to disconnect the power unit from the transmission system at the will of the driver, thus enabling gear changes to be made, and then to take up the drive in a progressive manner. So that every driver, no matter how modest his experience, may readily understand the advantages of correct use and the dangers of abuse of the clutch. Its function will be described.

There are two types of clutch in popular use in present-day cars, the plate and the multiple disc. The plate clutch is usually in the form of a single large disc of metal attached to the secondary shaft of the gearbox and fitting in between another disc and the flywheel, between which it is free to revolve when the clutch pedal is depressed. This disc is faced on both sides with fabric lining. The multiple disc is similarly constructed to the single plate clutch in respect to driving principles, but is smaller, and contains a greater number of both driving and driven members.

These clutches are sometimes described as dry clutches—that is, the alternate faces are lined with fabric and need no lubrication. Others, in which a light lubricating oil is used, are built up of alternate layers of steel discs and discs to which are fitted cork inserts. The requisite pressure to ensure contact of the surfaces of these plates is obtained by the use of a number of small springs, the adjustment of which may be readily altered. Present-day clutches are so constructed as to sustain a considerable amount of rough and unskilled operation, but the application of a little thought and care when driving the car will ensure very much smoother operation, and will considerably lengthen the life of the whole transmission system.

It must be apparent that, with a fierce clutch, not only is the get-away of the car irregular and snatchy, but the gearbox, universal joints, differential, axles, and, in fact, the whole transmission system and tyres are subject to a very much greater strain than if the clutch unit were functioning normally.

With these facts known, it is hard to understand why such a great number of drivers persist in slipping the clutch. This should never be done in any circumstances. Should the car begin to stall, the next lower gear should be engaged. In fact, the clutch should be either completely "in" or "out" at all times.

In traffic driving, when held up for a few moments in a traffic jam the clutch should not be held out, but the gears should be placed in the neutral position and the clutch set right again. By taking a little extra trouble the clutch assembly should remain in perfect order for an indefinite period, but slovenly and careless methods, such as holding the clutch half out in traffic, slipping it on hills, and keeping pressure on the pedal while driving, will surely develop into clutch and transmission trouble with a corresponding increase in repair bills.

Frequently a driver will find that his gears are becoming harder and harder to engage, so that clean engagings are almost unknown. This is in almost every case, will be due to the driven member of the clutch continuing to spin after the pedal has been depressed. The reason is that the plate faces do not properly separate, and are rubbing slightly, causing nearly always by wear on the clutch throw-out. Provision for adjustment of the throw-out is made on nearly all cars, and as soon as the trouble is manifest it should be corrected. One thing is certain, however—that whatever type of clutch may be, these troubles are always hurried along by the driver riding the clutch. A word

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INDIA TYRES.—W. R. Loxley Co., York Bldgs. Tel. 22285.  
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of warning now as to the remedy. Mechanical wear, apart from throw-out adjustments, can of course, be rectified in only one way, the replacement of the parts. Clutch facings can, however, be restored to their original condition by the following method: Should the facings be of raybestos or any other friction lining, they should be well washed with petrol to remove all traces of grease and other foreign matter. When they are thoroughly dry a little kerosene will restore their efficiency of the system.

Early Morning Starting. A number of motorists blame the clutch assembly for difficulty in engaging gears when starting off in the morning. This is nearly always due to the lubricant in the gear-box being thick and tacky, preventing the gears from sliding freely along the shafts. There is no need to use a heavy, oily lubricant in the gear-box of a present-day car. Gears are cut to very fine limits of precision, and nowadays the thinner the oil used, within reason the greater will be the efficiency of the system.

**"PINKING."****Harmful Effects on Engines.**

Neglect carelessness, and over-cautiousness are, without doubt, responsible for over 90 per cent. of failures in car engines and transmissions. There may be many motorists who will dispute the latter cause. Neglect and carelessness are easily understood as possible causes of trouble, but one naturally thinks that too much care cannot be taken. To a certain extent they are right, but, and it sounds paradoxical, there is a limit to caution, beyond which it merges into abuse. I have in mind several cars that have come under notice during the past few months that have been practically wrecks after having done only between 7,000 and 8,000 miles. In every case these cars had been driven over "give and take" roads, and in two cases had not been driven over 20 miles an hour. In spite of this, the engines were in bad state and the transmission wanted renewing completely before quiet running could be obtained.

Consistent slow driving, particularly in hilly country where the engine is allowed to get to the last gasp before gear changing is attempted, places an enormous strain on the bearings and transmission, and is actually more harmful to the car than if it were driven at 40 miles an hour continuously. In addition to this, a slow-running motor usually means an overcool one, and, for that reason dilution and cylinder wear are excessive. In every case the owners of these cars claimed that every care had been taken (greasing and plug points were faultless) and blamed poor construction and material as the source of their trouble. Actually they had over-stepped the limit of caution, and had arrived at the point where the extra care simply meant abuse. One thing I noticed particularly with these drivers was that when the engine was dying out on a hill, just prior to changing to a lower gear, it was allowed to "pink" badly. This alone puts a very heavy strain on the bearings, &c., and as it is a fairly common fault with drivers' a brief outline of the cause and effect of "pinking" will not be amiss.

Under certain conditions any engine will knock or produce the metallic noise known as "pinking," and this knock must not be confused with knocks emanating from worn engine parts or other mechanical defects.

Some types of engines knock more readily than others. Even two identical engines may differ greatly in this respect. The reason lies in the nature of the explosions in the cylinders, and the nature of these explosions, mechanical considerations being equal, is controlled by the petrol employed.

A charge of air saturated with petrol vapour is drawn into the cylinders, the rising piston compresses it, and when compressed the spark ignites it and it explodes, or, more correctly, it burns rapidly and expands, forcing the piston down and developing a power stroke. Engine builders endeavour to obtain the utmost power from any given sized engine and arrange for the greatest expansion of the charge after it is ignited. To do this it is necessary to draw the greatest possible charge into the cylinder and to compress it into the smallest possible space before igniting it. For these reasons we find a tendency to increase engine compression and the development of the device called the super-charger. There are very definite limits to which compression can be raised, because, if the charge is too highly compressed, it burns too rapidly, produces too much heat, and makes the engine knock and actually lose power.

Knocking is caused by the charge itself, for instead of the flame of ignition spreading through the whole mass comparatively evenly it develops so violently, and in such concentrated form, as to push ahead waves of unburnt charge which are so highly compressed as to produce a real knock when they impinge upon their conning cylinder walls and head.

The speed and also the time of combustion have to be brought under control if "pinking" under arduous conditions is to be avoided. One way to do this is to retard the spark, and on cars that are fitted with a manual control the ignition should be retarded just enough to prevent the knock. On cars that are fitted with governed ignition, providing an automatic advance and retard, the only thing to do is to get over the knock is to reduce the load and compression by changing down to a lower gear. This practice is one that is really preferable to retarding the spark, in that in addition to reducing the load on the engine it eases the strain on the transmission to a very large extent.

An engine that "pinks" is an engine that is being overloaded, and as the engine overload is transmitted to the rest of the car in proportion,

**VALVE GRINDING.****Some Points That Must Be Looked to**

Recently there was brought under my notice a car with a very bad compression leak in one cylinder. It proved to be due to a burnt out exhaust valve, the valve itself being unfit for further use, and the cylinder seating so damaged as to require a cutter before a new valve could be ground in. This car had been comparatively recently overhauled by the owner, and he was naturally very curious as to why the valve burnt out as it did. After inquiries as to one point and another, the reason was fairly evident. The owner had ground in all the valves—not before they needed it—and had refitted without having afterwards readjusted the clearance.

Now, when a valve is ground in the stem end is naturally lowered more or less, according to the amount of metal removed from the cylinder seating and valves; it is possible to grind away so much of the seatings that when they are cleaned and the valve seated the stem actually rests on the top of the tappet, preventing the valve seating. Result—a compression leak, and a badly burned seating in less than a hundred miles of running if the valve is an exhaust, and, as is usually the case, the stem expands as the engine warms up. Indeed, it should not be forgotten that a valve that may clear when cold may, if the clearance is insufficient, be held off its seating when lengthened by the heat.

**Checking Valve Clearances.**

Then, too, grinding with a coarse abrasive to remove deep pitting leaves a series of ridges on the seatings, and even though there may be a slight clearance on the valve tappet, and a fair compression when the job is finished, the first ten or twenty miles of running will flatten out those ridges, allowing the valve to drop so that its stem has no clearance at all. As is the other case, a compression leak and a burnt-out valve may follow.

Invariably, after grinding in the valves, clearances should be checked with a feeler gauge, and, unless past experience with the same engine has indicated to the contrary, it should be assumed that when the engine becomes hot the clearance will be reduced by from two to five one-thousandths of an inch. There is no uniformity in this respect, however, among various engine designs.

In most, the clearance is reduced with an increase in engine temperature, while in a fair number it remains almost unchanged. It is a good plan, therefore, to allow rather more clearance than the instruction book calls for after the valves have been ground in, leaving the adjustment as until after say, a hundred miles has been run. After this distance, the engine is warm, and the clearances to those recommended by the manufacturer.

**LONDON REFUSE.****Ford Has a Use For It.**

You have heard that the only thing wasted in the Chicago packing-houses is the squeal.

It seems that another extreme in anti-wastefulness is to be operated at the new Ford factory at Dagenham, England.

The furnaces of the huge power house are to be fired by the refuse of London. Boats will deliver 1,000 tons a day, the Ford Co. paying £3. a ton for taking it off the hands of the various local authorities.

But Ford would not confine a fleet to one-way service—on the trip back to London the ships will carry coal.

**BRITISH CARS OVERSEAS.****A Hint As To Australian Requirements.**

If British manufacturers will only come to earth and give Australians a large chassis with an engine of at least 20 h.p., with floppy, "comfortable" springs, plenty of chromium plating, pretty louvers in the bonnet, a "neatly grouped instrument board," hub caps like saucers, lids to sell at about £200, they needn't worry about the number of crankshaft bearings, writes an Australian correspondent of the Autocar.

The majority have an idea that the crankshaft is a device for controlling the supply of petrol voltage from the rear axle.

tion, much damage can be done if the correct remedy is not taken. Gear changing in modern cars is easy, and a little practice will go a long way in adding to the life of the car as well as to the pleasure of motoring.

**THE REAR AXLE.****Adjustments Necessary for Silent Running.**

The back axle on a motor car is a most important part of the transmission system, and its development to its present-day state of perfection has been almost an epic in engineering. The transmission of widely varying pressures under adverse conditions, and over a big range of speeds is a problem that has taken years to solve successfully, and the engineer, the chemist, and the metallurgist have all had their share in bringing the complete mechanism to the wonderful pitch of efficiency that it has reached to-day.

No mechanism so delicately adjusted can run continuously without some care and attention, and at some time actual adjustment of the gears will be required.

**Adjusting Bevel Drives.**

In the case of the bevel drive, whether of the straight tooth or the helical tooth type, devices are provided in all up-to-date designs for making adjustments to the depth of meshing of the pinion with the crown wheel. Generally this is provided in the forward member, which carries the radial and thrust ball (or roller) bearings, which support the shaft of which the bevel pinion is usually an integral part.

The radial bearings will not, under normal service conditions, require any attention (probably for the life of the car) if proper care is taken with the lubrication of the unit. The thrust bearing may, however, develop sufficient wear to put the crown wheel and pinion out of perfect mesh with each other, and the meshing of the teeth to the correct depth is a vital point in a bevel gear, if we are to avoid noises, either of the grinding growling type, or of the rattling knocking description. If a rear axle develops the former type of noise it is generally after an overhaul when those responsible for the adjustment have been too enthusiastic and make the mesh a little too close. If the noise is only a slight one this may be a good fault and the trouble will probably disappear after a short period of running. This is not always so, however, and if the noise persists it is a wise plan to have the adjustment slackened off a little. A good adjustment for the average rear axle is, after the bearings have been adjusted so that there is no perceptible end play, to allow a backlash or movement between the meshing teeth of .004in. or the thickness of a piece of ordinary writing paper.

From the above it will be realized that the adjustment calls for a little care, and it would not be too much to say that many sound and carefully assembled rear axles have been ruined, so far as the bevel drive is concerned, by carrying out an adjustment without that fine shade of appreciation for fine adjustment and accurate location of parts.

The clanking, rattling, and knocking noises in rear axles are almost invariably due to the fact that the mesh of the teeth is not deep enough—either through wear or through maladjustment. Owing to the relative angles of the teeth of the bevel pinion and the crown wheel, very little wear in the thrusts of the wheel will make for shallow meshing, noise, clatter, and backlash when running light, reversing, or picking up the load after a change of gear.

Lubrication is a great point to be watched, especially in the case of the worm drive, and users of cars generally err on the side of too infrequent changing or re-lubricating of the axle lubricant. The lubrication in a worm drive axle will require more constant attention than in the case of a bevel driven axle, but the smoothness and silence of running which good, full-bodied lubricants will ensure is worth the small extra cost entailed to keep it supplied with good quality oil not used too long before renewal. On the other hand, it is important not to add too much oil, as this may cause a leakage from the axle ends on to the brakes.

**ESSEX CARBURETTER.**

Smoother operation at low speeds, quick warming-up in cold weather, high fuel economy and minimum heat at high speeds are all made possible by the two-jet expanding automatic beat control carburettor used as standard equipment on the Essex Challenger. This carburettor, when properly adjusted, enables the driver to use low-test fuels. Located within the cylinder block itself, the Essex manifold ensures a uniform distribution of gasified fuel to all cylinders. This factor, added to the size of the carburettor, results in high volumetric efficiency at all speeds. A unique silencing feature is the placing of the cylinder head in such a way that the mixture entering the inlet valve is made to flow across the exhaust valve, thereby preventing detonation, as the exhaust valve is the hottest point, and combustion takes place there immediately.

Those who have ridden in this new Buick, are amazed at the unusual degree of comfort and the marvellous performance of

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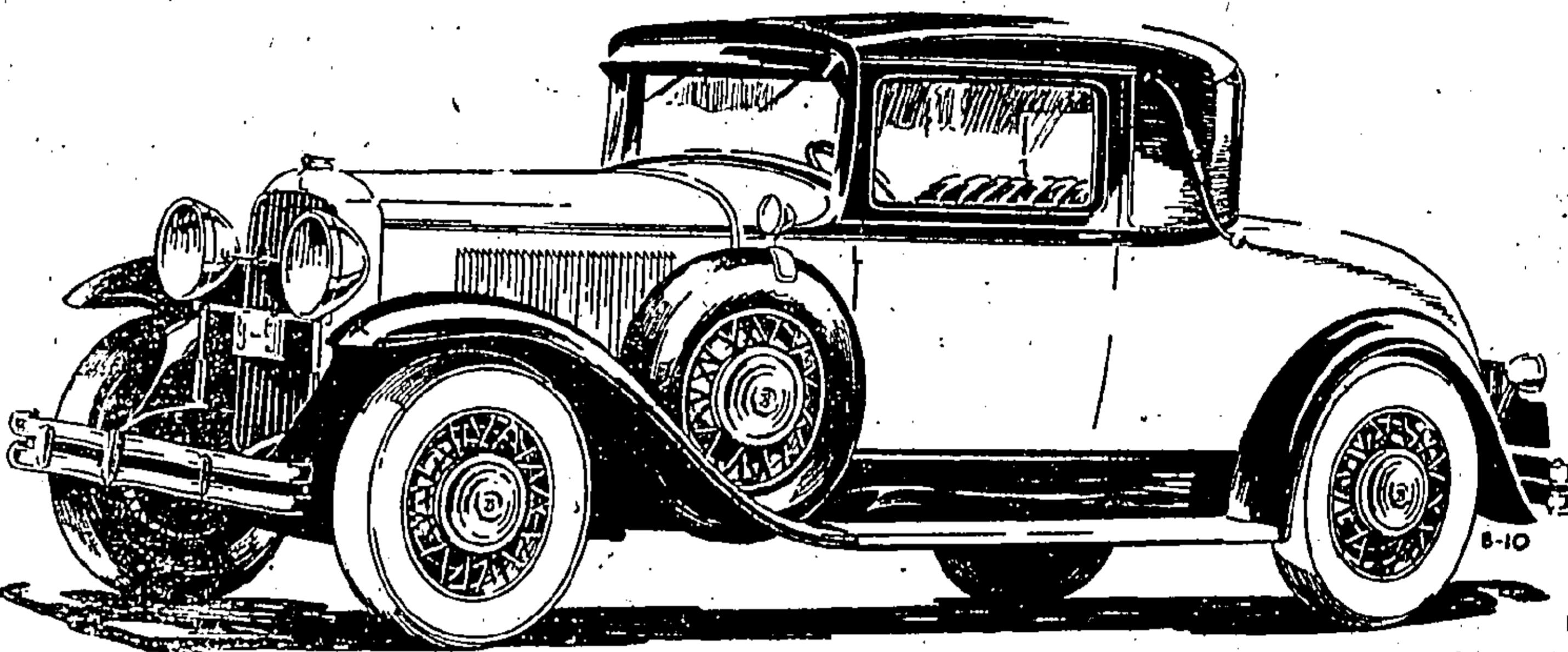
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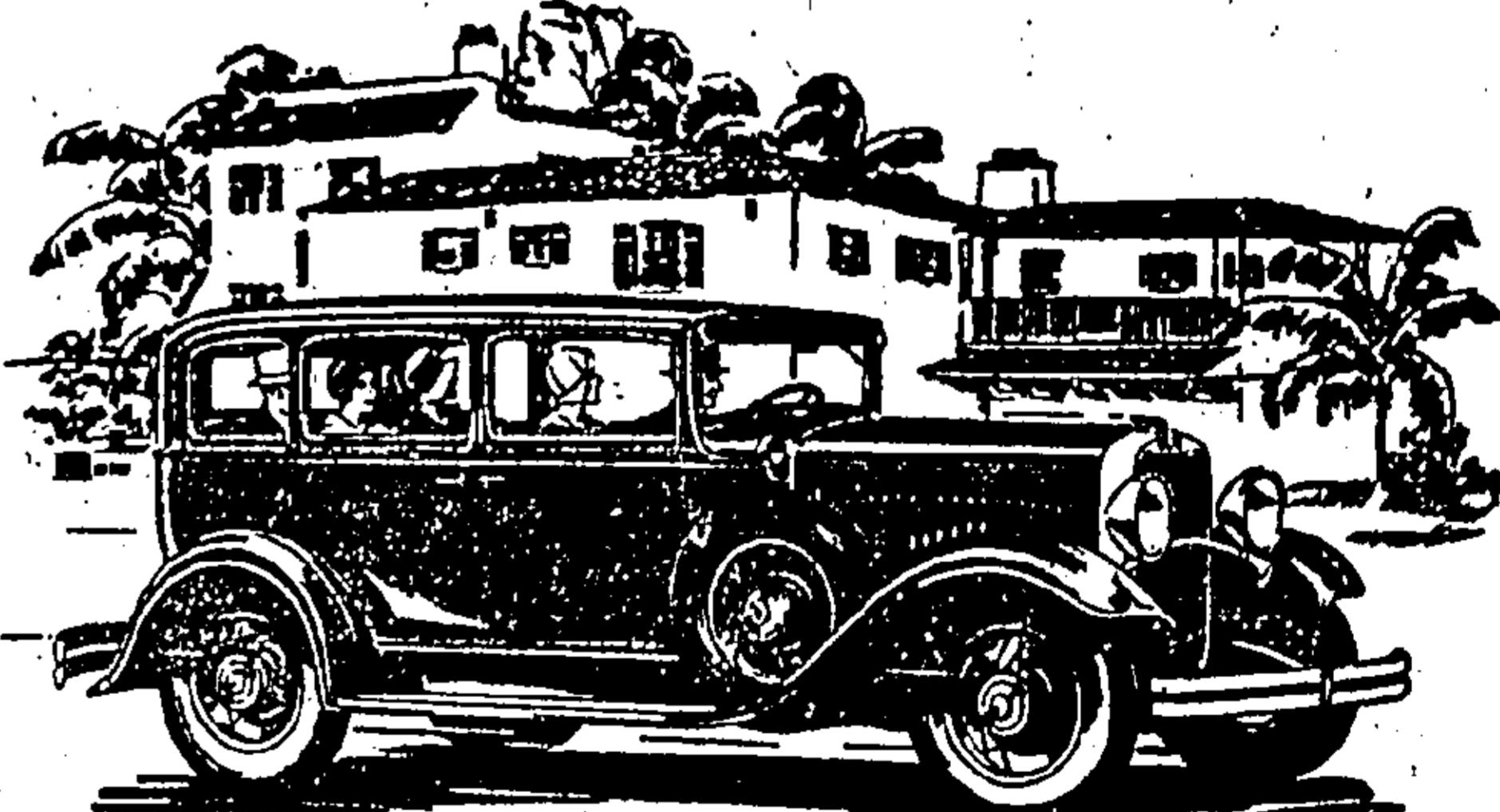
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# The China Mail

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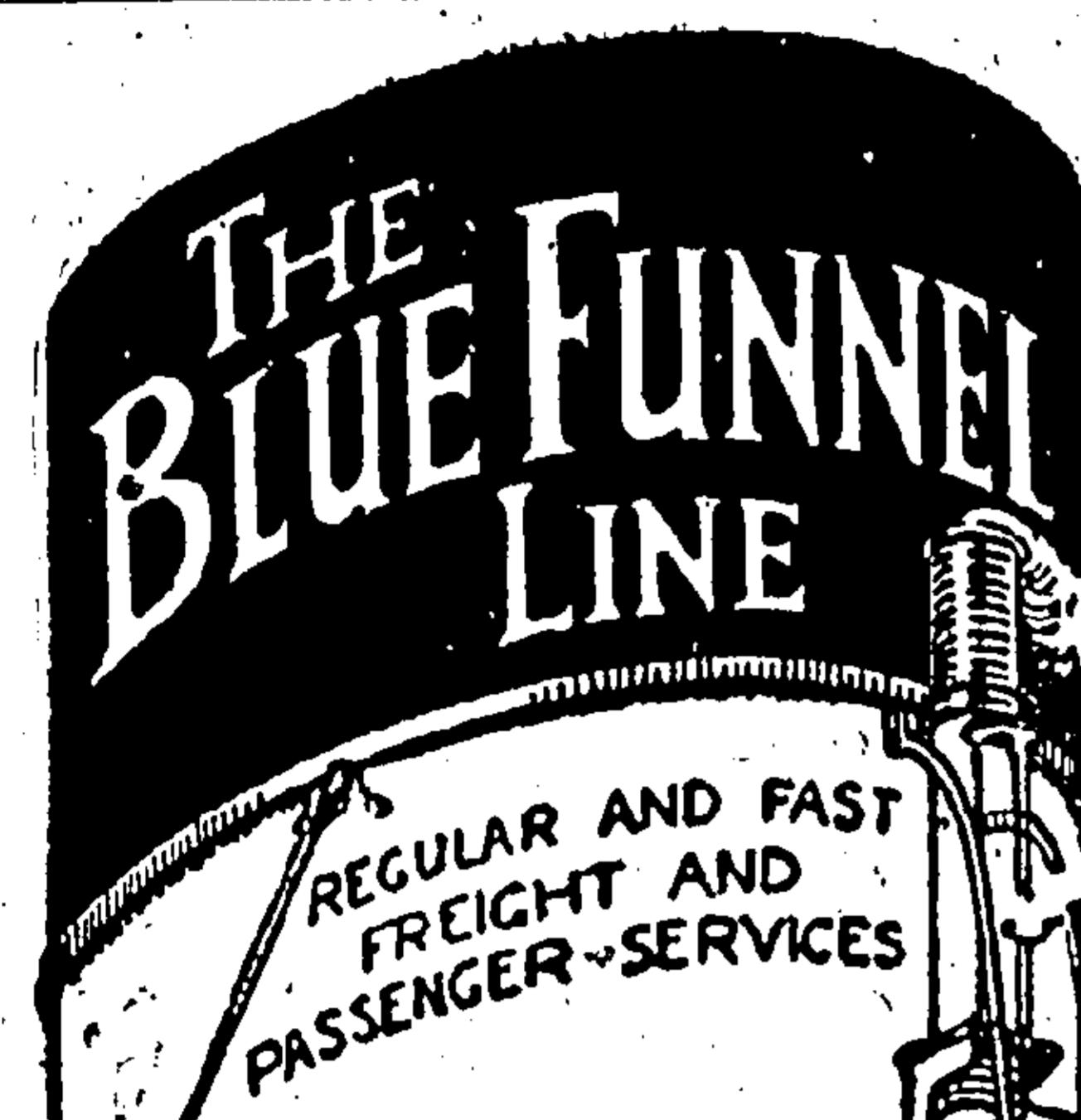
Thursday, February 26, 1931.  
First Moon, 16th Day.

HONG KONG, THURSDAY, FEBRUARY 26, 1931.

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## FLEXIBLE CLAUSE IN TARIFF ACT.

Decision That Affects U.S. Importers.

### RESULT OF TEST CASE.

New York, Yesterday. A decision of the greatest consequence to importers is involved in the ruling of the United States Customs Court that under a flexible clause of the Tariff Act, the President is empowered only to alter the rates and not the wording or meaning of any clause in the tariff.

The decision was given in a test case brought by the Fox River Butter Company against changes made by the late President Coolidge affecting Swiss Imports. — Reuter's American Service.

### R.101 DISASTER.

### EXPERIMENTS TO DECIDE CAUSE OF ACCIDENT.

### VALUABLE RESULTS.

Rugby, Yesterday. The Under-Secretary for Air, Mr. F. Montague, informed the House of Commons to-day that at the request of the Court of Enquiry into the R.101 disaster certain experiments were being carried out at the National Physical Laboratory with a view to fixing more definitely the cause of the accident.

Very valuable results were expected from these experiments, which are not yet complete. Most of the Court of Inquiry's report made it impossible to complete the inquiry before the experiments were ended. — British Wireless Service.

### FLIGHT TO BASRA.

### BRITISH FLYING BOATS REACH MALTA.

Rugby, Yesterday. A squadron of Royal Air Force flying boats, which left their base recently on a flight to Basra, are reported to have reached Malta. — British Wireless Service.

## SURPLUS WHEAT.

### MARKETING SYSTEM OF CONTROL.

### FRENCH CONFERENCE.

Paris, Yesterday. At the plenary session of the Agricultural Conference to-day, it was resolved to favour a system of control for the marketing of surplus wheat. — Conference Ends.

The European Agricultural Conference ended without tangible results. The conference decided that it was not competent to settle the details of marketing, but members of the Conference undertook to import certain quantities of surplus wheat from central and eastern European countries. — Reuter's American Service.

[An earlier report stated: what M. Briand described as the first tangible result of the movement for a European federation was initiated on February 27 with the opening at the Quai d'Orsay of the European Agricultural Conference, attended by the representatives of 24 European States, to consider the problem of Europe's cereal export surpluses. M. Briand, welcoming the delegates, declared that the moment had come to put European solidarity to the test. What really was at stake was not the question of the distribution of cereal surpluses, but the maintenance of peace.]

## TIN RESTRICTION.

### MEETING WITH DUTCH INDIES DELEGATES.

### LIKELY LEGISLATION.

London, Yesterday. In the House of Commons to-day replying to Major Ormsby Gore (Cons.) regarding likely legislation in Nigeria and the Federated Malay States for restricting the output of tin, Dr. Drummond Shiels said that until the meeting arranged at an early date with the Dutch East Indies and Bolivian representatives had been held, it was impossible to state what steps were necessary to carry out the proposed scheme. — Reuter's American Service.

## EMPLOYEES WANT TO BUY NEWSPAPERS.

### 3 Large U.S. Concerns To Be Sold.

### MAGNATE'S OFFER.

New York, Yesterday. Employees of the Evening World, the Morning World and the Sunday World have requested the surrogate court to allow them to buy the paper, while a third offer for them has been made by the newspaper magnate Mr. Paul Block, who is offering \$5,000,000. — Reuter's American Service.

## U.S. FEDERAL BOARD

### APPOINTMENT OF MR. EUGENE MEYER.

Washington, Yesterday. The Senate confirmed the nomination of Mr. Eugene Meyer, of New York, as Governor of the Federal Reserve Board, in succession to Mr. Roy Young. — Reuter's American Service.

### SAN NING PLIGHT.

No further definite news as to the plight of the s.s. San Ning, which went aground in Kerr Channel on the way down from Wuchow, was available this morning.

A report was current to the effect that she had got off, and was seen proceeding to Hong Kong, but no confirmation was forthcoming.

### CABLE RECEIPTS.

The following news has been received by the Eastern Extension, Australasia & China Telegraph Co., from their Head Office, London:

Imperial & International Communications Limited:

Estimated Traffic Receipts January, 1931, £412,908.  
Receipts—January, 1931, £519,485.

## SEE CENTRAL THEATRE

### TO-DAY TO SUNDAY

At 2.30, 5.10, 7.15 & 9.20 p.m.

CLARA MAKES LOVE TO A FLEETFUL OF SAILORS.

Nautical but Nice!

### BRITISH FLYING BOATS REACH MALTA.

### FLIGHT TO BASRA.

### MASSACRE AT THE DOOR

### RESIVAL'

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Booking at Anderson's & the Theatre (Tel. 25720).

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## MAJESTIC THEATRE

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"Only a Rose"  
"Hooper's Waltz"  
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TO-DAY TO SATURDAY  
At 2.30, 5.10, 7.15 & 9.20.



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### FEATURETTE

### IN AN OLD WORLD GARDEN

### NEXT CHANGE

